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# THE TIMES

## Mr Shore joins battle for succession to Labour leadership

**Mr Peter Shore**, who has joined the Labour Party. But the trade unions intensified their pressure on Mr Michael Foot to stand as "caretaker" leader, so that a final verdict on all candidates could be given by a new electoral college.

### Hesitation in anti-Healey camp

By Michael Hardwick  
Political Reporter

The struggle for succession to the leadership of the Labour Party was joined yesterday by Mr Peter Shore, a spokesman for the EEC who believes in an innovative economic strategy of import controls. But there were tensions last night that threatened to Mr Denis Healey, former Chancellor of the Exchequer, may have made a last but fatal step.

Mr Healey, who has tried his candidacy, was told that there was an intent of consternation in the campaign to block his attempt, accused Mr Callaghan,

Mr Shore, having had discussions with Mr Michael Foot previous night, yesterday joined his demands for a new electoral college. Mr Foot said last night he would not make up his mind until Monday.

A equivocal stance by Mr Shore, a close friend of Mr Healey, was being interpreted in various ways. It is known he is under considerable pressure from some trade leaders and parliamentarians to challenge Mr Healey, but the belief is that listened to the voices of his weekend he will resist and argue that his should be transferred to Shore's campaign.

Shore, in declaring himself a candidate, reaffirmed agreement with the former Labour Government's strategy, argued out in the Cabinet during international Monetary discussions. But he did not a background of no opposition to Mr Healey's campaign.

Same known last night John Silkin, also a MP, was involved in talks between the Shadow Chancellor and the Shadow Minister for Employment in the House.

After the Shadow meeting, where Mr Silkin was seeking re-election, others present were Mr Stanley Orme spokesman for social services, Mr Albert Booth, spokesman for trans-

ports and Mr John Evans, TGWU secretary and an in-

ion pressure on Mr Foot to stand as "care-

for" the Labour Party.

Left-wingers in the party were unusually forthcoming with comments yesterday, although it is likely they will feel that their protest at a PLP

election at this time has been sustained by a poll conducted for TV Eye.

In a survey of 250 constituency Labour Party chairmen, 61.8 per cent stated that the election of the new leader should wait until after the special party conference in January, while 38.4 per cent said it should be held by the existing party leader.

Not surprisingly, in view of pressure from the left-wing constituencies, 38.4 per cent thought Mr Wedgwood Benn should be the next party leader. Mr Healey collected 26 per cent of the votes and Mr Shore 15.2 per cent.

Mr Benn said in a speech at Weymouth last night that the correct course for Labour MPs was to ask existing officers still in post to carry on until the new procedure has been agreed.

If Labour MPs decide otherwise, then whether they may elect will be an interim leader whose term of office will automatically expire when the election under the agreed procedure for choosing the leader of the party as a whole takes place.

Mr Benn said that Labour MPs must not break faith with the movement that worked to put them in Parliament. "We rely on them to make it clear now that they accept the democratic decision that the party has already taken."

While Mr Healey was lying low last night, believing he had the centre-right votes in the bag, some of his potential supporters believed he would have to go further in defending the rights of the parliamentary party against the party pressures outside Westminster.

It is still possible, though unlikely, that they will run an alternative against him if he is not more forthcoming in his assurances. The names being canvassed, if such a situation arose, were those of Dr David Owen and Mr William Rodgers.

But the main focus of attention last night was what was happening inside the "anti-Healey" camp. Mr Shore is seen as the moderate, although the supporters of Mr Silkin were stating that his strength was being misleadingly undervalued.

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Letters, page 13

## No more unions back Mr Foot

"It is not a question of left versus right, moderates versus militants. It is a question of what we believe to be a commonsense approach," he insisted. For three-quarters of a century it had been the prerogative of Labour MPs to determine who their leader should be, and he was not questioning that prerogative.

We believe opportunity should be allowed for the electoral college to be set up and for us, together, all the wings of the party to decide who our leader should be.

That is not ignoring the role of the PLP. It is absolutely essential that they have a tremendous say in who should lead them in Opposition or in Government."

Further support for the "draft Foot" campaign came from Mr Bernard Dix, deputy general secretary of NUPE. Like others, his union originally wanted Mr James Callaghan to stay on until after the January 24 special party conference when the form of the electoral college will be determined.

"It would be consistent with that argument that Mr Foot should drop in that slot for the time being," Mr Dix said. He predicted that the deputy leader would come under intense pressure over the next few days to adopt this course of action. If he stood, he would be a very strong candidate to take the leadership against the challenge from Mr Denis Healey.

The union "lineup" in the leadership battle is becoming clear. On one side, the left and "centre" unions are supporting the move to persuade Mr Foot to stand in the hope of stopping Mr Healey.

Raised against these powerful groups are moderates and right-wingers such as the electricians, railwaymen and engineering workers, who are content to let the PLP choose and tacitly or openly support Mr Healey.

Leadership stakes, page 12  
Letters, page 13

## Arabs break oil price freeze with \$2 rise

The United Arab Emirates has raised the price of its oil by \$2 a barrel, breaking the agreed freeze on oil prices reached between members of the Organization of Petroleum Exporting Countries in Vienna last month. UAE crude now costs \$33.56 a barrel and the increase is backed away.

Eighteen airlines using Heathrow airport, London, will refuse from next month to pay the 35 per cent increase in landing charges imposed by the British Airports Authority. They are taking proceedings in the commercial court of the High Court against the authority and the Department of Trade.

Genoa: The Queen, the first British monarch to visit the city since Richard the Lion Heart.

Salisbury: Zimbabwe MPs accused the Western press of being unduly alarmist.

Commercial Vehicles: A 10-page Special Report reviewing lorries, vans and trucks at the International Motor Show.

Classified advertisements: Personal, pages 23-24; Car buyers' guide, 22; Appointments, 15; Business, 16-22.

## Carter pessimism over talks about hostages

Mr Muhammad Ali Rajai, the Iranian Prime Minister, left Tehran for New York to address the United Nations on the Iran-Iraq war. President Carter said he saw no prospect of talks with Mr Rajai on the American hostages.

Leader page 12

Letters: On an incomes policy, from Professor H. F. Lyddall; the Labour Party, from Mr Tony Banks

Leading articles: United States foreign policy: Unemployment abroad

Features, pages 12, 15

Labour leadership by Geoffrey Smith; Roger Bannister on London's new Evening Standard; Long struggle over Namibia by Nicholas Ashford

Racing: Piggyon has five wins at Newmarket; Gulf: Trevino leads in Lancome Trophy

Arts, page 11

David Robinson reviews Special Treatment

and other new films in London

Obituary, page 14

Signor Luigi Longo: Prince Peter of Greece and Denmark, Sir Colin Anderson

Business News, pages 16-21

Stock markets: Equities retreated as investors refused to chase prices any higher after three days of sharp rises. The FT index fell

Business features: Peter Norman on the economic challenges facing the new Belgian coalition Government; Bill Johnston on renewed interest in the electric car.

Classified advertisements: Personal, pages 23-24; Car buyers' guide, 22; Appointments, 15; Business, 16-22.

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## More than 1.5 million out of work in France

From Ian Murray  
Paris, Oct 16

For the first time the number of people unemployed in France exceeds 1.5 million, according to the latest government figures. The fact that unemployment is three times higher than it was when President Giscard d'Estaing was first elected is bound to become an important issue in the forthcoming presidential elections.

The Communist Party, whose daily newspaper *L'Humanité* headlined the story "The dole queue now stretches all the way from Dunkirk to Perpignan", said the intransigence of the Government's policies was to blame.

M Raymond Barre, the Prime Minister, made it clear at the start of the budget debate in the National Assembly yesterday that his main concern was to maintain the value of the Franc. He refused to consider devaluation as a way of stimulating the economy.

*Le Monde* commented today that, whether the Government liked it or not, the process of protecting the franc was responsible for the high interest rates which were in turn contributing to the inflation figure of about 13.6 per cent.

Left-wing and union anger at the unemployment figures

Why Labour looks good in Australia, page 12

## Pray silence for the new Soviet toastmaster

From Michael Binyon

Moscow, Oct 16

In a move to restore some old-fashioned dignity to weddings and cut down excessive drinking, the Soviet authorities are discreetly trying to revive a popular custom from the past, the toastmaster.

A special faculty

has been opened at the National University of Athelheim in the Estonian capital of Tallinn, and has been inundated with applications. Local factories have begged the university to enrol their candidates who could then officiate at new factory banqueting halls. Letters have poured in from as far away as Irkutsk in Siberia asking whether would-be toastmasters could follow the course.

The courses are held in rooms provided by a local factory, and consist of lectures on how to plan receptions, make toasts, organize speeches, amuse wedding guests and—most importantly—make sure that everyone is so busy singing, dancing, eating and playing games that there is no time to drink too many glasses of vodka or champagne.

Applicants have to have a natural talent for getting on with people, tact, sensitivity and, of course, a strong voice and an infectious sense of humour. The best students are found to be people who have begun to make a name for themselves at weddings and are already in demand.

Describing the need for this traditional figure, a Soviet newspaper said that wedding receptions tended to be either elaborate displays of wealth where all the talk was of how much the dresses cost and what the presents were worth, or the briefest of meetings on station platforms or at airports where the couple toasted the bride before they set off on their honeymoon.

Sovietskaya Kultura said young people actually prefer a simpler wedding banquet, but were put off by the difficulties of booking a reception room, making the arrangements and getting tickets for the honeymoon. Their first quarrel often started over the wedding arrangements, the paper said.

A toastmaster could make everything go with a swing. In the old days, the band leader performed that function and set the tone for the party. One of Estonia's most famous toastmasters began as a bandleader 40 years ago, but now told jokes, sang songs and found something original for each of the 1,000 weddings he had conducted.

The best toastmaster

did not impose his ideas on the host. He first did his homework, asking about the couple's tastes, friends and interests. He found out who were the guests of honour, who would make speeches and who would help entertain the guests. He decided the order of the programme and gently dissuaded the hosts from any "unsuitable" entertainment that made the guests feel awkward.

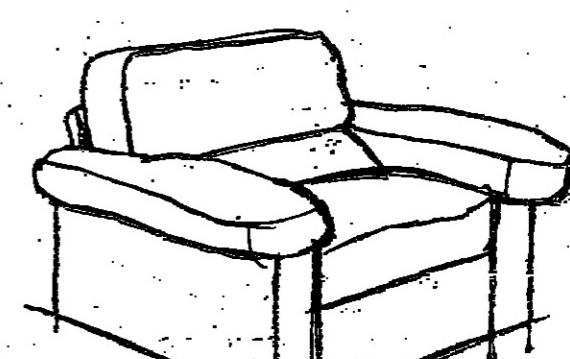
Above all, the paper added, the toastmaster had to follow time-honoured traditions. There was no place for new experiments, innovations dreamed up by the university of atheism to help the guests feel awkward.

Continued on page 17, col 2

Continued on page 6, col 7

## Poltrona Frau

Nor in London



Model Petrus.

Poltrona Frau, prestigious Italian manufacturer of soft furnishings in over 100 different colours of hide, suede, silks, cottons and wool, now presents the entire collection through its new showroom in London.

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A review of lorries, vans and trucks at the International Motor Show opening at Birmingham today.

# COMMERCIAL VEHICLES



The European commercial vehicle industry breathed a collective sigh of relief when 1979 continued the recovery of the previous four years to reach a peak of 240,000 sales.

Set on all sides by single dead-ends particularly in problems regarding cost caps, the Middle East involving investment in a solution, several hundred vehicles are being taken from time. The industry's well aware, but even then a surging programme has it put was looming on the horizon many of these vehicles. That cloud is now being cast little above retarding to develop into break-even prices, with another of the recession manufacturers counting on which seem to hit the market spaces and other leading sectors every five years.

In the past, however, such commercial vehicle prices have been largely aimed to specific areas, the official retail prices quoted to a single market in company literature and the trouble with the first significant development is that price resulting from a three or a few notable exceptions between the manufacturer, the dealer and the customer. Assuming to be in such a buoyant market, it is like hacking as 1979, considerable your way through a business capacity chased too tropical jungle; by the time sales. Today that is, you get there the path needed capacity is far larger kind you're closed proportionately more. There are two basic

to maintain. Lorry reasons for the over-capacity men are scouring the world production facilities for orders. Some of them are being planned the more lucky ones are doing fast growth for the industry.

was considerably higher than has happened. However, if the surplus were shared evenly between companies doing the same level of business it would not be quite such a serious problem.

To suggest this is rather to state the obvious. In practice it never happens. Some firms are more aggressive in their marketing than others and are able to maintain this aggression in bad times because they are financially better off and can call on adequate funds to back price cutting with large discounts, dealer incentive schemes and expensive advertising campaigns.

Roden, the Cheshire-based independent now in the process of being sold by the Official Receiver to the American lorry group Paccar, is an excellent example of a company which got into trouble through too optimistic an investment. In the early 1970s, when its profits were already under pressure, it went ahead with an expansion scheme to double its capacity.

At the other end of the scale is Bedford, the heart of General Motors' commercial vehicle aspirations

in Europe. Motor industry sources insist that Bedford has been string on 10 per cent to 15 per cent capacity for years. This capacity is considered to be unrealistic because the manufacture of local components is inadequate, unreliable and long-winded its British and Continental competitors.

In some instances it has even inhibited the expansion plans of others who feared to commit large sums which could bring them into direct conflict with the world's largest car manufacturer.

The second reason for the pressure from the voracious environment lobby demanding less aggressive looking lorries with quieter and more economical engines.

The banning of lorries from crowded city centres and government subsidies to vehicle manufacturers to install costly local assembly plants. Such moves were anticipated by programming them into European export plans, but few people, excepting the speed with which they would be made.

To make lorries more acceptable to the public and trade alike is a costly business and could not have come at a worse time, as manufacturers are struggling to maintain an adequate cash flow against a background of falling sales. For instance, the much quoted "aggressive appearance" of lorries is really another way of saying that the man in the street does not like the present flat-fronted cab towering up to 12ft above the road surface.

But it has taken many years to develop the present configuration, with the engine below the cab, produce over 11 French Round-AFF corner, goes soft on the impact and also improve streamlining, and hence fuel consumption, but countless cab designers confess that more radical changes are beyond existing technology.

Added to this worry is the pressure from the voracious environment lobby demanding less aggressive looking lorries with quieter and more economical engines.

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units. Fiat has a big problem in this respect. It has already given some business to the independent manufacturers but is trying hard to avoid the mainland threatened by its militant unions.

Another consequence of the mounting pressures on commercial vehicle manufacturers is the growing number of mergers, minority equity-holding partnerships and joint manufacturing deals.

Some of these moves are undoubtedly set off by the need-identified so repeatedly by Fiat—for European firms to build strong units to counter the inroads of the American giants, Ford and General Motors, but also to increase their competitive edge on a world-wide scale.

Japanese lorries are almost unknown in Europe, being restricted at this stage to a nominal effort by Hino. But such is the Japanese ability to mount and sustain large export campaigns that European makers will ignore them at their peril.

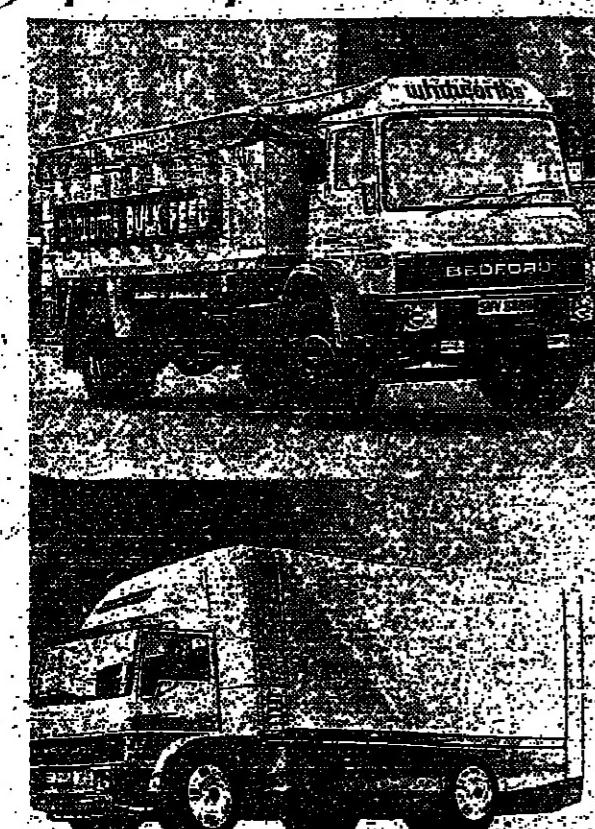
Japanese lorry exports are largely confined to Asian markets. They have shown remarkable ingenuity in moving vast numbers of cars and rural areas, employing in them. Some continental unions have already warned employers that they will resist moves to bring in contract supplies.

We've been building Bedford commercial vehicles for 50 years. Which means we've earned a great deal about the people who use our products and what they demand from them.

That means fulfilling a variety of expectations, from transport managers looking for the most cost-effective and up-to-date models to satisfy their requirements.

From drivers, with higher expectations of comfort and performance, and increasing influence over the buying decision.

And from management, whose companies demand the highest possible productivity to give maximum profits. And that's what's so impressive about the 1981 Bedford ranges—they're ready to meet those demands.



## BEDFORD COMMERCIAL VEHICLES

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### NEW VANS AND SMALL TRUCKS.

Our latest ranges are probably the most stylish around. But most important, they're built for business too. From 2.3 to 3.5 tonnes GVW, they're tough, reliable and competitively priced, and have a whole list of the latest features.

Like choice of petrol engines or the new 2.3 litre GM diesel with either manual or automatic transmissions. And a new front end that's removable in only 15 minutes for easy servicing. There's also a new exhaust system, more comfortable cab interior and lower noise level.



other Bedford ranges, like Chevane and HA light vans, the world proven TK middleweights, and the well known range of bus and coach chassis. There's even our new KB25 1-ton pick-up, the only one offered by a British manufacturer.

All of which goes to show how we at Bedford are continually seeking to meet user requirements now and for the future.

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**BEDFORD**  
General Motors



## Britain faces concerted pressure from abroad

Britain's commercial vehicle manufacturing industry, different in many ways from the mass-produced car sector, is now facing the phenomenon that over recent years has almost crippled the car companies—concerted and intense pressure from imports.

In the first seven months of this year, imports captured 23.6 per cent of the domestic lorry market, up from 22 per cent a year earlier. Such an occurrence is startling when compared with the performance of the British manufacturers whose next sales were down by 9 per cent.

Although Ford's sales rose 8.7 per cent in the seven months to more than 54,000, BL and Leyland Vehicles sales of vans, Land-Rovers and lorries plummeted to fewer than 33,000, a drop of 17.5 per cent.

What makes the British lorry-makers even more angry is that the importers have managed to maintain their sales in unit terms this year in the face of a sudden and unexpected fall in demand.

At the beginning of 1980, the general view was that the UK commercial vehicle market would decline by 10 per cent over 12 months. But at the end of the spring, the market appeared to collapse overnight. June sales were down by a quarter and July sales by 21 per cent compared with a year earlier.

The seven-month registration total, at 163,900, was still only 7.2 per cent lower than the equivalent 1979 figure,

but it was the indecent speed of the summer decline that caught many of the forecasters by surprise.

The result was that workers throughout the domestic industry found themselves on short time, a situation not made happier by predictions that the lorry market would take several years to recover.

The fall-off in sales caused some hurried rethinking at the Society of Motor Manufacturers and Traders, which issued a revised forecast that the total commercial vehicle market would fall to 275,000 units this year from 305,000 in 1979, followed by a further decrease to 255,000 next year.

Then came the first slice of really bad news: Foden, the Cheshire heavy-lorry maker which had been operating a three-day week since the end of June, called in the Official Receiver.

The Foden collapse is seen

by some observers of the motor industry as marking the start of major structural changes, while the four smaller companies are exclusively engaged in big-lorry production.

Their overall response, not only to the doomsday in the market but also to the import threat, has led to the lighter end of the market by the Japanese and at the heavier end by Volvo and Mercedes-Benz—has ranged from sponsorship of Grand Prix motor racing (by Leyland Vehicles) to the more important introduction of new generations of lorries.

The latter include BL's T45, described by the Road Haulage Association as "the most important new truck ever to come out of Leyland". The first model was unveiled in March, a tractive unit that survived demands on forgoing dealer links with parts manufacturers. In its first collaborative venture earlier this year, Leyland signed a licensing agreement

More recently, Hestair

signed a licensing agreement

with Zahnradfabrik Foden, the Cheshire heavy with Zahnradfabrik Foden, standing between the United Kingdom and Japan which

gearbox manufacturer, Mr David Abel, Leyland's chairman and managing director, said: "Everyone's future in the truck business depends upon greater cooperation. In Honda and Daimler have switched away from exporting vans derived from cars and in the first six months of this year such sales increased by 11 per cent against a market growth of 4 per cent."

In August, British vehicle companies pressed the Society of Motor Manufacturers and Traders to try to persuade the Japanese to impose a voluntary restriction on their exports to the United Kingdom of non-car-derived vans.

These vehicles are not covered by the present voluntary restraint scheme.

Edward Townsend

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The voluntary restraint must be widened to cover these vans, the British manufacturers say, if the domestic industry is not to further weaken.

These vehicles are not covered by the present voluntary restraint scheme.

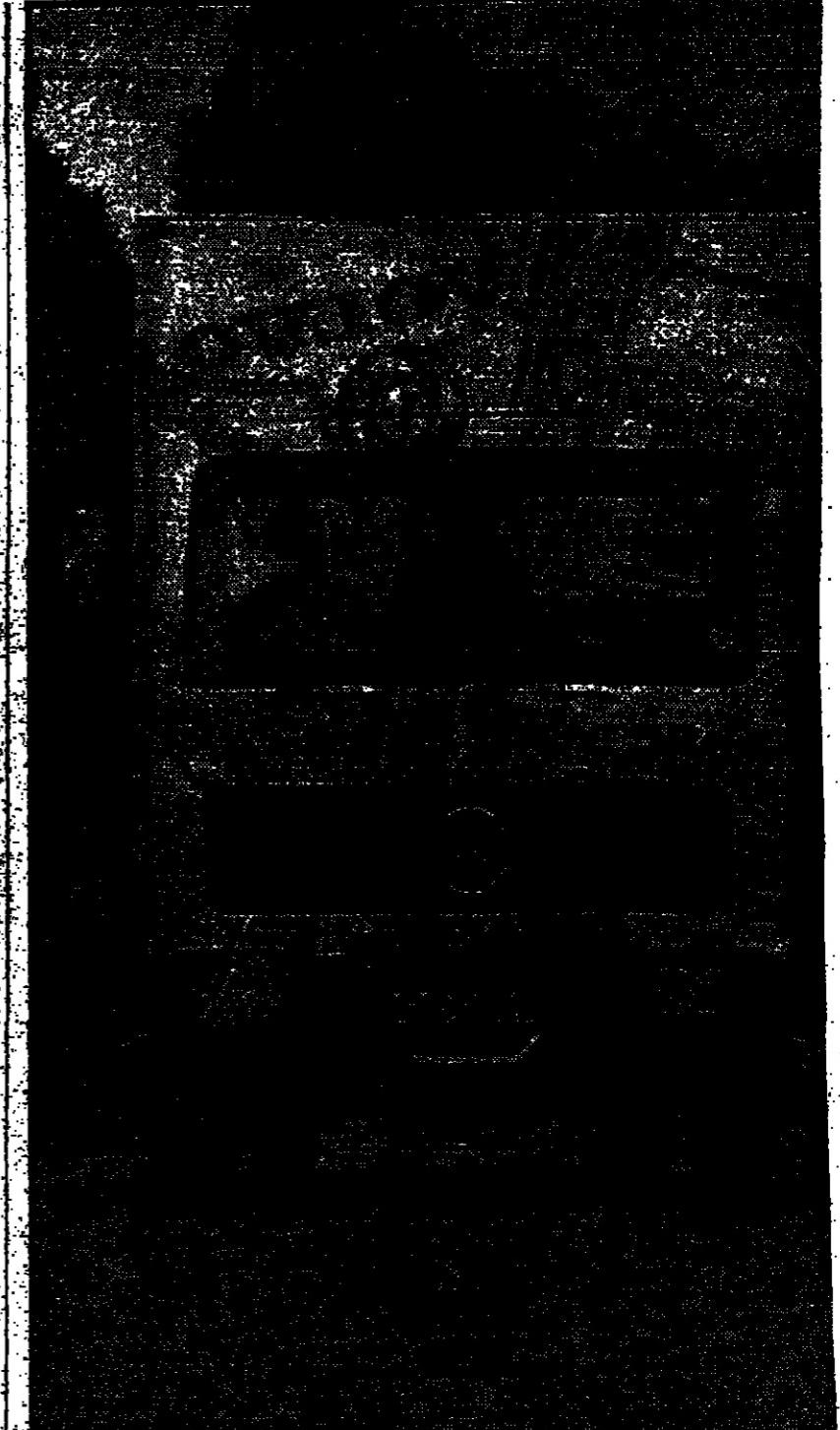
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## Lorries driving in bottom gear

According to Sir Terence Becket, chairman of Ford of Britain, and director-general of the Confederation of British Industry, the United Kingdom lorry market has yet to find its feet—

and middleweight vehicles, such as sedans, are in part responsible. The unprofitable, moderately-priced, mechanically well-designed

Clarendale, known in industry as a "boss's vehicle" than a driver's vehicle—a real best-seller; could sell them via small measure in an unprofitable segment to Britain, where possible.

Some 40 per cent of the 250,000 lorries—the bottom of which are unprofitable, though most manufacturers range the profitabilized points through the year, running at 16-18 per cent," he comes back.

According to Mr. Becket, the market penetration of Dodge (10.4 per cent), Mercedes-Benz (4.8 per cent) and Volvo (4.5 per cent) is not yet to be launched.

There is overwhelming support for maximum-weight lorries for moving the biggest raw materials for industry, such as steel, cement and timber, but the market for 2.5-tonne lorries has fallen sharply, from 10,000 in 1979 to 7,500 in 1980.

But whereas last January the heaviest 2.5-tonne plus category—commonly referred to as "heavy duty"—had a 27.2 per cent share of the number sold, vehicles over 3.5 tons, the proportion had dropped to 19.2 per cent in July. In the first seven months of 1980 there were 2,958 EHD registrations, down 18.8 per cent. The 2.5-tonne category, registered with 10,000 lorries, had a 27.2 per cent share of the number sold, vehicles over 3.5 tons, the proportion had dropped to 19.2 per cent in July. In the first seven months of 1980 there were 2,958 EHD registrations, down 18.8 per cent. The 2.5-tonne category, registered with 10,000 lorries, had a 27.2 per cent share of the number sold, vehicles over 3.5 tons, the proportion had dropped to 19.2 per cent in July. In the first seven months of 1980 there were 2,958 EHD registrations, down 18.8 per cent. 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THE TIMES FRIDAY OCTOBER 17 1980

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# Overnight Sensation



The launch of our 16.28 Roadtrain caused a sensation. Its reliability, rugged construction and advanced looks made it an immediate and unqualified success.

And now, there's a new version. The 16.28 with Sleepercab. If anything, it's even more sensational.

The unusually roomy cab offers two full-sized bunks for when you want to get your head down.

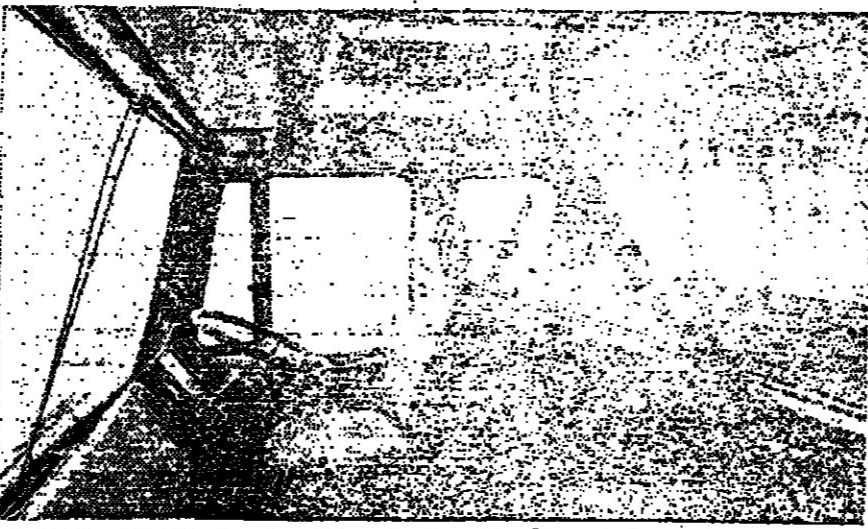
Whilst the extras put the average guest-house to shame, reading lights, roof ventilation, blinds and curtains for complete privacy and even a built-in alarm clock for your early morning call.

When you want to put your foot down,

you'll enjoy all the performance you'd expect from the decade's most advanced truck.

And the proven power and economy of the Leyland TL-12 Flexitorque engine.

If you prefer a daycab, but want a proprietary engine, try the new 16.25 variant.



All Roadtrains are covered by Co-Driver, a complete back-up service unique to Leyland. Offering 24-hour roadside assistance, computerised parts finding and delivery and our Truckcharge credit card.

Plus our SAVE vehicle expenditure analysis system and the new TruckCover second year warranty plan. It's the nearest thing there is to total reliability.

So when you're in the market for a new truck, take a look at our sleeping beauty.

We promise it will wake your ideas up.



**Leyland Trucks**  
Delivering the goods.

Leyland Vehicles Ltd, Sales & Marketing Headquarters, Guild Centre, Lords Walk, Preston PR1 1QY.

## Small firms postpone or cancel orders for vans

ers of lightweight vans panies—were able to, and firms are inevitably did. Although in January, decisions than those February and March sales for the market for heavier of the lightest commercial vehicles. When derived vans of up to half ton sharply last spring, the Ford Escort, BL and small concerns which Marina and Vauxhall's Bedfords felt compelled to ring at levels higher than their expenditure those of 1979, there came a steep drop in registrations from March onwards, a drop which was postponed or even cancelled.

In the main, lightweight vans sold complete, as fairly standard off-the-shelf products, in contrast to the heavier commercial vehicle which is tailored more exactly to the user's requirements, with proprietary, often locally built—special bodywork lorries with total gross weight (that of the vehicle and its load) of more than about 3.5 tons were usually ordered many weeks or months before they were required. Companies which had such lorries on order when the sharp business decline occurred in April and May could not easily cancel their commitments. But van buyers—in some cases the same com-

classifications are somewhat artificial in that what Ford calls "microvans"—the very about 30 per cent for narrow, flat-fronted vehicles isolated months, thanks of similar load capacity to big orders for the HA van imported from Japan by Honda, Suzuki, and Daihatsu—are not included.

They are lumped instead in the medium van category up to 3.5 tons gross have held up better, against the 1979 market. In the first seven months of 1980, 77,500 vans and trucks (including four-wheel drive vehicles like the Land-Rover, the "micro-vans" and heavier pick-ups) were registered, against 76,100 the year before. On paper this appears to be a rising market, but individual monthly figures reveal a less healthy position as the year has progressed. For July 1980, registrations were 7,095, compared with 8,633 in 1979.

Surprisingly, in view of the car sales pattern, imported vans in this derived category took a lower share of the market in the first seven months of 1980 than in 1979: 11.46 per cent, although the Japanese penetration rose slightly from 2.22 to 2.74 per cent.

However, the SMMT

place and Bedford—19.3 per cent—third. Since July Bed-

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## Rugged, reliable and at the right price

The next time you see Mr John Mischima, the leading fire engine chassis maker, has won export contracts in the West Indies, Nigeria, Zambia, Tanzania and Hong Kong, but in the past 15 years has faced growing competition from America and German vehicles.

This highly specialized foreign market is breaking up, and the sector of the commercial industry is more efficient than some of the potential importers. For example, there is a strong tendency for authorities to buy body and/or chassis building British fire engines. While at companies producing everything from Post Office and coastguard vans to mobile laboratories and dustcarts.

The two main reasons why British manufacturers do not get a larger share of this sector are that it is expensive and often uneconomic to export truck bodies as opposed to complete vehicles, and that the British companies generally have built up a reputation for producing rugged, reliable vehicles at the right price.

Like specialists in most industrial sectors, they have to carry the extra risk of making small numbers of high added value products bought by a closely linked network of customers.

But they are not subject to the same peaks and troughs of the bus-hire markets. Most specialists say that it is stability of their market, rather than greater profitability, that gives them the edge over the big producers of standard commercial vehicles.

Mr. David Hargreaves, chairman of Hestair Dennis, the Gifford, Survey company which specializes in municipal vehicles, fire engines and buses, said last month: "We are the only serious truck maker in the country still on a five-day-a-week plus overtime and in order books that come well into next year."

"Of course, we have had to sharpen our pencils a bit on cost, but there is no doubt, I am afraid, that inflation, in refuse vehicles, prices has gone very far this year. We are not getting the materials at increases down to manageable proportions, and seems that inflation is owing out of the system quite quickly."

His comments produce ominous signs from the standard vehicle makers, who are facing a sudden deterioration in demand from hauliers and overall domestic market as it is falling by 10 to 15 per cent.

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## Trucks down in the dumps

Britain's construction industry has been little affected by the current recession because when you are already working plane found in a limestone quarry, serving the road stone and cement-making industry, is specified for open-cast coal extraction.

These new coal sites are already being worked in the Midlands, but after the controversial Vale of Belvoir coalfield will add to the work in prospect in the dumper trucks.

Because each local site tends to be bigger than the last, the scale of the open-cast coal extraction is increasing.

Machines which are not standing idle are at best, or single-shift working, so that they last twice or three times as long before needing to be replaced. Sales of new dumper trucks and tipper are therefore well down on the last figures for the "normal" times which plant managers find increasingly hard to remember.

Coal hauling contractors find increasing hard to remember, the mid-1970s oil crisis brought good as well as bad news for the makers of big dumper trucks and tipper.

Oil scarcity and its rising cost brought coal back into the on-road truck dealer sell-

ers' repertoire.

Domestic sales in the market were, and are, Terex (General Motors), Caterpillar and Euclid. All are American-designed machines, although some Terex and Caterpillar models are assembled in Britain. Euclid

of 70-ton capacity are already in common use in the United States and Britain.

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machines are in trial operation by a number of customers.

The number actually delivered to customers was probably nearer 220, an indication of the extent to which

the market had been swayed towards support by the introduction of the roll-over protection device.

Rigid dumper trucks of more than 80 tons capacity are already in common use in the United States and Britain.

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The National Economic Development Office sector party (SNDP) for the industry said last year that its share had fallen from 85 per cent in 1970 to 73 per cent in 1977, a "damaging trend" that must not continue.

At the same time, British truck makers had seen their share of world trade diminish since 1971, while the French and Japanese percentages have increased.

It is estimated that 12 per cent of all sales of internal combustion engines vehicles in the United Kingdom, with the four major importers being Komatsu, Toyota, Mitsubishi and Datsun. The report gave a warning that while the Japanese now seemed intent on a policy of consolidation, it is clear that at the same time they are exploiting growth in certain areas of the industrial truckmarket.

The British market for fork trucks has remained fairly strong in the past few years compared with other European countries, but the worrying trend has been that domestic manufacturers, led in recent years—especially at times of recession—to gross overcapacity among European

users also complain that European-made trucks are over-designed and expensive compared with the simple Japanese models.

The latter have been sold in Europe at from 5 to 20 per cent below the local competition and, Japanese

sales, mostly of smaller, electric-powered trucks, have lost steadily their overall share of the home business.

Part of the past resilience of the British fork truck industry, in fact, has been because of the presence of three American-owned companies—Caterpillar, which makes some trucks at Desford in Leicestershire; Eaton, which has its European materials handling and marketing centre at Wednesbury near Wolverhampton; and Hyster, which has a Scottish factory and a planned operation in Northern Ireland.

DJB machines are based on well-respected Caterpillar mechanical components, notably engines and transmissions, and the range is sold through Caterpillar dealers.

Most articulated trucks sold to date are of no more than 20 or 25 tons capacity. The market is fierce. BM-Volvo has been challenged by Nordberg (Swedish designed but now built in the United Kingdom) as well as DJB. Also available in Britain now or in the coming months are machines from Moxy (Norway), Werkbus (Holland) and Haulomatic (United Kingdom).

Haulomatic is a private British company saved from bankruptcy some three years ago by an injection of capital from a consortium of Ulster businessmen. Its main product line is rigid off-road dumptrucks, which compete with imports from the big-name American makers like Argosy, Mercedes-Benz and MAN.

A.B.

## Too few orders for fork lifts

Industrial workhorses like forklift trucks may not be surrounded by the same romantic aura as the long-distance Juggernaut, but they do represent a sector of vehicle manufacturing whose fortunes are watched closely for signs of buoyancy or depression.

Fork trucks are categorized as pieces of mechanical handling equipment rather than vehicles and their production and sales do not come within the scope of the Society of Motor Manufacturers and Traders' commercial vehicle statistics.

However, a recent study by The Economist Intelligence Unit commented: "The industrial truck industry is often regarded as a barometer of the UK manufacturing industry as a whole because of the wide variety of applications for forklifts and other trucks, so that poor sales of this type of equipment can indicate the degree of uncertainty of industry generally."

Much of the demand is from food and drink manufacturers and distributors and from the chemical, metalwork and building material sectors and while large numbers of fork trucks are bought by the plant hire

industry the vehicles usually are employed in these sectors.

The forklift truck sector has become one of the most competitive in Europe. Important growth experienced in the 1960s as industry's manual methods of moving goods, components and materials, particularly around factories, gave way to increasing mechanization.

Demand for material-handling equipment soared and the pickings were good for the American, British and other European companies in the sector. The EIU report added: "Unfortunately this appears to have been a once and for all upsurge in demand. Now the most frequently used method of moving goods, components and materials, particularly around factories, is the use of pallets and containers, which have all expanded their facilities in recent years.

The result of too much capacity chasing too few orders has resulted in fork truck salesmen trying to convince industry, often with some justification, that the use of their vehicles is too high and that big reductions in running and maintenance costs can be achieved with new generation vehicles.

Users also complain that European-made trucks are over-designed and expensive compared with the simple Japanese models.

The latter have been sold in Europe at from 5 to 20 per cent below the local competition and, Japanese

sales, mostly of smaller, electric-powered trucks, have lost steadily their overall share of the home business.

Summing up the industry's prospects, the EIU said: "Overall, the British market will remain extremely competitive during the next five years".

\* Mechanical Handling Equipment in the UK, The Economist Intelligence Unit, Spencer House, 27 St James's Place, London.

E.T.

**There's no question Volvo is doing its bit for you and for Britain.**

**Volvo buys components from over 300 British manufacturers. To the tune of over £125 million in the current year. That makes Volvo Britain's motor component industry's biggest overseas customer.**

**Volvo has invested over £30 million in its British manufacturing plant at Irvine. Which turns out a third of all the trucks Volvo sells in the UK. And every Volvo double decker bus.**

**British made Volvo trucks and buses are gaining valuable export orders for Britain, in the Far East, Scandinavia and Europe.**

**In the UK over 10,000 people are employed in manufacturing distribution and support of Volvo products. Thousands more are indirectly employed, working for suppliers.**

**VOLVO**



... give share £16m  
bus and lorry orders

... give share £16

## Recession rubs salt into hauliers' wounds

Britain's 46,000 road hauliers, the band of mostly tiny operators who shift the bulk of the country's goods, were still licking their wounds after the drivers' strike of early 1979 when the present economic recession arrived.

Sharply rising costs of diesel fuel and labour were the spearhead of the attack on small hauliers' profit margins last year and they were soon to be reinforced by a sudden and sharp deterioration in business as manufacturing industry began to cut output in the face of declining demand.

More than 98 per cent of the country's road hauliers operate fewer than 20 vehicles and the average number of employees per company is 25. It is these companies which have borne the brunt of the various increasing cost pressures.

The Road Haulage Association, which has 15,000 members, says that the tonnage of freight moved over the past five years has remained static. Manufacturing output has changed little during that period and road transport, a basic service of manufacturing, has therefore followed this thin market.

In recent years there has been a slight change where own-account ton-mileage has been increasing with a consequent slight decrease in contract ton-mileage. Over the whole period there has been a steady increase in total ton-mileage as the same amount of goods has been moved further.

Since the summer of last year, however, the picture has changed drastically. Ton-miles have fallen by an average of 10 per cent, with the steepest falls being experienced in areas affected by declining heavy industries such as steel and engineering.

But no area of the country has been immune and the decline is now becoming severe in the worst affected communities. Of the 10 per cent fall in the past 12 months, half has been suffered since April. The reflection not only of declining manufacturing output but also of a tendency for companies to stockpile towards the end of their financial response to the fall in busi-



This Leyland Marathon is a unit of the British haulage fleet, whose mileage has decreased by 10 per cent since the summer of 1979.

ness has been to concentrate less upon general haulage and to develop such activities as contract hire and rental and to diversify into non-traditional areas.

The RHA points out that despite the development of our business, most haulage operating units are on a small scale and even the big companies have tended to retain the individual names and bases of their subsidiaries while giving them financial and administrative support. "This has maintained the high levels of service that must be the hallmark of a customer-oriented industry such as haulage."

The cost of running a lorry, however, whether it is owned by BRS or a small operator, is frightening. The Society of Motor Manufacturers and Traders estimates that to operate even a light lorry of under 7.5 tons gross weight that does not require a heavy goods licence costs £13,000 a year.

To operate a 32-ton outfit costs £35,000 a year, of which more than £8,000 goes to the Government in taxes, duties and licences even before any corporation tax is paid.

Such action has, indeed, become official RHA policy.

In August this year Mr Ken Rogers, the association's national chairman, urged members to study closely all vehicle maintenance, particularly that required to repair parts rather than buy replacements. Overtime payments for drivers, fitters and clerical staff should be avoided where possible and if necessary workforces should be reduced.

He also called on hauliers to extend their own credit as far as possible but at the same time insist on rapid settlement of outstanding accounts. Members should shop around for the maximum discounts for fuel, tyres and other supplies and should change suppliers to get the best terms.

The fact that the leading spokesman for a large group of experienced businesses should urge them to save money by limiting the number of telephone calls and the use of light and power is an indication of the depth of the recession that is now affecting road hauliers.

In the case of the few national haulage companies which can operate more than 1,000 vehicles, such as National Freight Company's British Road Services and National Carriers, the telephone plays a key part in the response to the fall in busi-

ness in administration, so that increases in charges here are a despair to road transport operators".

In addition there is the cost of fitting tachographs—the speed, distance and time recorders—estimated at £300 per vehicle and from the end of this year, the extra burden of legislation restricting driving hours per man to eight a day. "This will mean less work out of each vehicle; or else more double shifting will be needed. Either way the cost of transport is going to be forced up."

And such increases, the SMMT argues, can mean only that the prices of the goods carried by lorry must also rise. It reckons that every 10 per cent increase in wage rates will be too great a burden for many hauliers to bear. Pay is the biggest element in lorry operation, accounting for a third of total costs.

The society adds: "The telephone plays a key part in the response to the fall in busi-

ness in administration, so that increases in charges here are a despair to road transport operators".

Yet in spite of the short-term constraints, supporters of the lorry remain confident that road haulage will be the dominant form of goods transport for the foreseeable future. Mr John Silberman, last year's RHA chairman, emphasizes at the 1979 annual conference of the association that 90 per cent of goods go by road and the in flexibility and limitations of rail goods transport mean that there was no great scope for the transfer from road to rail.

The British road haulage industry had been successful in the last half century because of its ability to develop, innovate, improve and change. The change to heavier lorries, coupled with the "changeless" economics of the rail networks pointed to a thriving road haulage industry with ever-expanding frontiers.

As justification he pointed to the rationalization which the Americans themselves had already carried out, reducing the number of commercial vehicle producers to six—General Motors, Ford, Chrysler, International Harvester, Mack and White—with more than 80 per cent of production concentrated in the big three.

He and other Fiat executives also gave warning that joint production with VW

## Italo-German merger points the way

In January, 1975, the international commercial vehicle industry was surprised by an announcement that two big rivals were merging to form the second largest van, lorry and bus group in Europe. Exceeded only by Mercedes-Benz, Iverco, with headquarters in Holland, was a new company combining the commercial vehicle operations of Fiat, Italy and Klockner-Humboldt-Deutz, Germany.

Fiat contributed the lion's share with plants in Italy and France, where it has controlled the French light vehicle manufacturer Unic since the mid-1960s. KHD followed in its example by selling Lancia and Mercedes-Benz in taking over Hanomag. Some companies resisted state capital to save them. The use of Renault to pull together Saviem and British lorry market and belief that possible partners were really interested in

Europe's largest commercial vehicle market.

Under its present chairman and managing director, Mr David Abel, those days are gone. The first evidence of the new outlook was a deal signed earlier this year, in a move not unexpected after off-repeated reports of policy disagreements. Fiat acquired full

control of Leyland Vehicles, lorry and bus side of its until recently pursued largely isolationist policy. This was in part because its former dominance of British lorry market and belief that possible partners were really interested in

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## Gone are the days of the noisy spartan cab

Inside the cab or outside the lorry, the new heavy lorries on display at the International Exhibition Centre show, and you might forgive for wondering what the much-used lorry driver has got to do with a working environment that is superior to most other less expensive models in the car industry.

There are the days of the noisy spartan cab. Instead of insulation of noise, heat, elaborate equipment installations aimed at comfort and convenience, more all-encompassing systems make the lorry of 1980 highly advanced and automated.

For the premium-class lorry in Hail-S would have much chance from 200 and many would set you even more. But it is now the visible aspect of them that has changed. Use the skin-tremendous improvements, collectively cashed hundreds of millions of its have achieved significant alterations in the mental and social habits of drivers.

At work is part of a long series of progressive improvements, collectively cashed hundreds of millions of its have achieved significant alterations in the mental and social habits of drivers.

At work is part of a long series of progressive improvements, collectively cashed hundreds of millions of its have achieved significant alterations in the mental and social habits of drivers.

grammes on the part of the lorry builders, aimed at making the lorry safer both for those inside and those it passes on the road. An integral part of that objective is to make the lorry less obtrusive, especially in towns where they are still obliged to go) and perhaps most important of all to preserve the necessary levels of skill and awareness on the part of the driver for long journeys.

A significant aspect is that the work is nearly fully specified in legislation. The rest, indeed the major part of the development is motivated by demands from the trucking industry itself.

The underlying notion is that the lorry driver has a big responsibility, both to his employer and the public. A single mistake could cost the one a sum well into six figures; the other serious damage at best, disaster or death at worst.

Excuses built around the lateness of the hour, bad weather, or the driver's fatigue, are simply not acceptable. In that respect the driver's job is many times more critical than those of most of his colleagues in other industries. It is, consequently, very much in the

weight and in some cases a

interests of both the lorry men and the public that the driver's place of work be made as comfortable and as healthy as possible.

Medical evidence has proved many times over that a body subjected to vibration and noise loses its sensitivity rapidly. Reaction time deteriorates and often the person becomes unaware of happenings that would immediately be evident in normal circumstances.

Reduction of noise and vibration in the lorry cab, supply of clean fresh air at the right temperature, and provision of fair vision are equally as important as locating the controls in such a position that the human body can operate them with a minimum of effort. This work is called human factors engineering, and today it goes hand in hand with the more conventional engineering functions like reduction of engine noise and emissions, improving suspension ride and braking, and isolating mechanical vibrations in the chassis from the driver's place of work.

What then does the top-quality heavy lorry offer its driver in the 1980s? A suspension seat is a universal feature. Costing several hundred pounds, these seats have scientifically contoured surfaces, and have adjustments for height and reach, cushion and back angles, 'driver's weight' and in some cases a

bodily adjustment of the whole thing once the detail adjustments have been made.

In that way, any driver no

matter what his size and build, can obtain a fully comfortable driving position.

Oddly enough it has taken

time to educate drivers to

use the facilities provided,

but most now do so as a matter of routine.

Noise and heat insulation

is less evident to the eye, but

equally vital. Double-skin

flotation and bulkhead structures, shrouded engine compartments, "dead" insulation layers,

and engines that are quieter

than their predecessors, re-

duce typical cab noise levels

to mid-70s dB(A), at full

power and speed.

Cab equipment typically

includes tinted glass, blinds

to shield sun glare from any

angle, mirrors to see what is

on the ground close to the

cab as well as on the road

behind. On-board monitoring

of vital factors such as brake

system pressure and adjust-

ment, and vital engine func-

tions, heating elements in

mirrors to ward off the

effects of ice and fog, wash-

able "breathing" trim that

keeps a driver comfortable

even in hot, sticky days,

and on their vehicle likely

to be used in cold climates

heated seat cushions to bring

the man into good working

trim quickly on a cold morn-

ing. A heating system to

keep the cab at about 20°C

Patrick M. Kennett

Effective insulation of noise and heat, elaborate equipment installations aimed at comfort and convenience, await the lorry driver in today's cabs.

## European makers on the watch for the Japanese

The remarkable success of Japanese lorries in Europe has made continental commercial vehicle manufacturers, particularly to any may penetrate the same market as the van, lorries and which the Japanese manufacture in large volume.

It is not therefore surprising that the news this year Nissan—one of the Big Three Japanese commercial vehicle manufacturers—was acquiring a 36 per cent stake in Motor Iberia Spain, caused concern among manufacturers from Leyland to Tari Iberia, a producer of vans, lorries and buses. The Ebro banner, it is also in agriculture and construction machinery.

It has shown remarkable growth in the past 10 years during which its commercial vehicle output increases from about 6,500 units/year to more than 27,000 per year. But this rapid expansion left a void in the market, which was filled by the opposition of British unions who threatened to import lorries of more than 31 tons gross weight. The weight barrier seemed to exclude Hino, whose strength was in the heavier sector.

But Hino simply went away and rethought its strategy. The effect surfaced in Warrington about three months ago when, it was learnt that a company called HCV Vehicle Distributors had signed a 25-year lease with Warrington New Town Development Association to take over a 41,000 sq ft site on the Grange Estate industrial Estate. The managing director of HCV, Mr Liam O'Neill and Mr Brendan Fitzgerald, insist that they are quite independent of both Hino and J. Harris (Assemblers). Dublin. Mr O'Neill, who was Harris's sales director for 12 years, says the new company has an arm's length relationship with Dublin as a buyer of its Hino lorries.

He claims that the 90 odd lorries already imported to Warrington contain 20 to 30 per cent local content and quotes Michelin tyres, GKN wheels, British Westinghouse brakes, Triplex gears and British-made rear-lights. However, the local content will progressively increase and could include British-made diesel engines and gearboxes.

Four dealers have apparently been appointed and another six are in the process of signing up. No names have yet been released and no Hino has been registered.

Mr O'Neill insists that the lorries qualify as Irish and therefore should be free of all restrictions on their sale within the EEC. The Department of Trade has expressed concern about the deal and is making extensive inquiries in Britain and the Irish Republic. Its concern has increased since last month's talks in Tokyo between the Society of Motor Manufacturers and Traders and the Japanese Automobile Manufacturers Association. The Japanese apparently insisted that the voluntary restriction on lorry imports applied only to fully built-up units.

That is now three-and-a-half months away and is very different. The Japanese are already making substantial inroads into the British van and light lorry market. This

is the case. Nissan themselves, a considerable share in Britain, can control more of the actual production that would be available through a simple and light lorry market. This

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## Criticized for trying to increase productivity

Were the workers in most industries to demand adoption of a really available means of improving their productivity by 15 to 20 per cent, and thereby make their industry more efficient, politicians would stand up and say what good changes there were, newspaper commentators would write lengthy articles, and the public at large would have a sigh of relief and declare that the industrial world had finally come to its

senes. The one industry which has been seeking to do just that for the past decade, however, has met with almost hysterical opposition from all sides, and stood inactive politically. That industry is road transport and the means of improving productivity is the use of a higher permitted maximum weight. Without doubt, that apparently simple measure has attracted more informed comment, more self-styled experts, more heated argument, and more sheet prejudice than any other single industrial subject in a decade.

Perhaps it is time to examine precisely what the industry needs, what it is likely to achieve from it, and what the effect will be on the rest of the country which has to live with the lorry. This autumn, the Armitage commission, which was established to study the whole question of heavy road vehicles, is scheduled to make its preliminary findings. For a year it has been hearing evidence from interested parties, which include railway and waterway lobbies, as well as the transport and road transport industries and innumerable environmental groups.

The most common misconception is that the industry wants bigger lorries. That is not the case and never has been. The only dimensional change concerns detailed alterations governing coupling of articulated lorries, to give them better weight distribution and, consequently, greater safety. In any case, these types have free movement, shorter than the already existing maximum length for lorry-and-trailer combinations. "No change in the weight carried by axles has been asked for either, indeed the trend is in the opposite direction.

What is being asked for is permission to operate more or less in line with weight levels used in Europe, so like 20 per cent of the conditions, simply because industry and commerce need goods moved. The total is not going to change with lorry type. The only factor governing that freight goes by road, that is largely road transport costs.

Consequently, reduction of, or at least containing, transport costs makes an appreciable difference to everyone's wallet, and not just the haulier's. In a wider, and perhaps more important context, that cost margin can make all the difference in our export offerings having a competitive price edge, or losing out to foreign competitors.

Among the objections levelled against raising Britain's permitted maximum truck weights, environmental considerations have traditionally led the pack. Destruction of buildings and other roadside amenities in our ancient villages and towns are claimed.

The solution to that problem can now be found on most of the London-Dover road, and the Midlands-Felixstowe/Harwich road, both among the most heavily lorry-populated routes in Britain. As important arteries of the nation's commerce, the routes now bypass the narrow village streets that were the object of so much anguish in bygone years.

The only criticism can be that it was not done sooner. In fact the damage done by ground-born vibration from lorries has never been adequately proved. I remember one driver who claimed he could roll up the hill which curves around the back of Lichfield Cathedral as lorries rolled up the hill which curves around the back of it. The oscilloscope showed spectacular waves as they passed, but they went right off the screen when the cathedral organ began to play. The real issue is the social-unacceptability of big lorries close to small buildings, and nobody would agree with that more than the hauliers themselves. They prefer a clear and open road just as much as the villagers prefer a quiet and safe main street.

Safety aspects of higher weights have been called into question, entirely without justification. No regulation of the working standards, break-back-up systems, stability steering, safety or any other safety-oriented aspect, has been called for or proposed, and the legal requirements apply to all lorries no matter what the weight.

In practice the heavier lorry is safer in difficult

conditions than average tipper lorries in the course of a year is transport cost, and as regulations vary considerably elsewhere in the EEC, but they are able to operate on a common factor weight basis.

It is significant that national regulations vary considerably elsewhere in the EEC, but they are able to operate on a common factor weight basis.

Consequently, reduction of, or at least containing,

will bite down through surface water, snow or slush and grip the road. Improvements in operating efficiency under a higher weight structure will vary depending on the work and the route. In favourable conditions it can be as much as 25 per cent, and is seldom likely to be less than 15 per cent in terms of cost per ton-mile of freight. Wear and tear on road surfaces will actually be reduced, because for a given amount of freight, in other words a given volume of industrial output, and commercial demand, a smaller number of vehicles will be required.

In most cases the average axle weight, which is the primary factor in road wear, will be slightly less. Again there is considerable variation in individual cases, but an industry-wide calculation suggests something like 10 per cent less road wear were all our current bulk freight transferred from 32-tonners to 40-tonners. Apart from the freedom large sizes would reduce local authority spending gradually, too.

There is a common argument for increasing the capacity of lorries would generate more freight traffic. That cannot be; lorries run



The lorry is Italian-made, but is operated by a British company in Britain, where its maximum permit load is less than in its country of origin.

Patrick M. Kennett

## Cabin spy can be double-crossed

Among the claims made to support the legislation introducing tachographs to British lorries, to record speed, mileage, hours worked and rest periods, is that of higher safety standards among vehicles which are widely feared by the public, despite having a better accident record than any other class of road vehicle. It is true that when such instruments were introduced in Europe years ago, they achieved much improved safety records, but will the same hold true in Britain?

Safety aspects of higher weights have been called into question, entirely without justification. No regulation of the working standards, break-back-up systems, stability steering, safety or any other safety-oriented aspect, has been called for or proposed, and the legal requirements apply to all lorries no matter what the weight.

In practice the heavier lorry is safer in difficult

Clearly that was medically a proper enforcement procedure unsound, and when the automatic chart of the tachograph was substituted for control of log books kept by drivers, and available for examination at any time, it resulted in far better overall working conditions for the drivers, who renewal, meant that

could no longer be exploited.

True, few asked, blantly, for a flat rate wage. Lorry

accidents were cut considerably as a result.

Several East European

and Middle Eastern countries are in the position

where Germany was two decades ago, and where

most other European

nations have been at some

time in between. In those

European cases, the tachograph was welcomed by the

driver unions as a method

of safeguarding both

drivers' health and their

jobs too.

Consequently the introduction

of the tachograph into

that environment was

regarded by many employers

as unnecessary since it did a

lot to shorten log books.

job that was already being

done by another (cheaper)

means. To the drivers it

represented something of a

threat as it took away their

traditional flexibility, and

occasional stretch of

hours worked, and offered

no compensation protection

as it had to their continental colleagues.

The only real welcome for

the tachograph in Britain

came from the more complex

managements in larger fleets,

where data extracted

from chart records could be

used for journey analysis to

reduce operations and reduce

costs.

However, that position

has now changed somewhat,

as both drivers and operators

acustom themselves to the

instrument and discover what

it can and cannot do.

The drivers were quick to

discover that even the tachograph

record can be fiddled. The

chart can be made to show

a rest period where little or

no rest was taken, and this

can be uncovered only by the

secret check as in the days

of written log books.

More difficult is the fiddling of speed and mileage records as, unless it is done very skilfully, a trained chart analyst will be able to detect it and institute a prosecution.

However, with today's advanced technology in engines and transmissions, it is difficult to detect the speed and mileage movements. The in

crease of an automobile record is now acceptable to enforcement watchdogs that it had to be carried out.

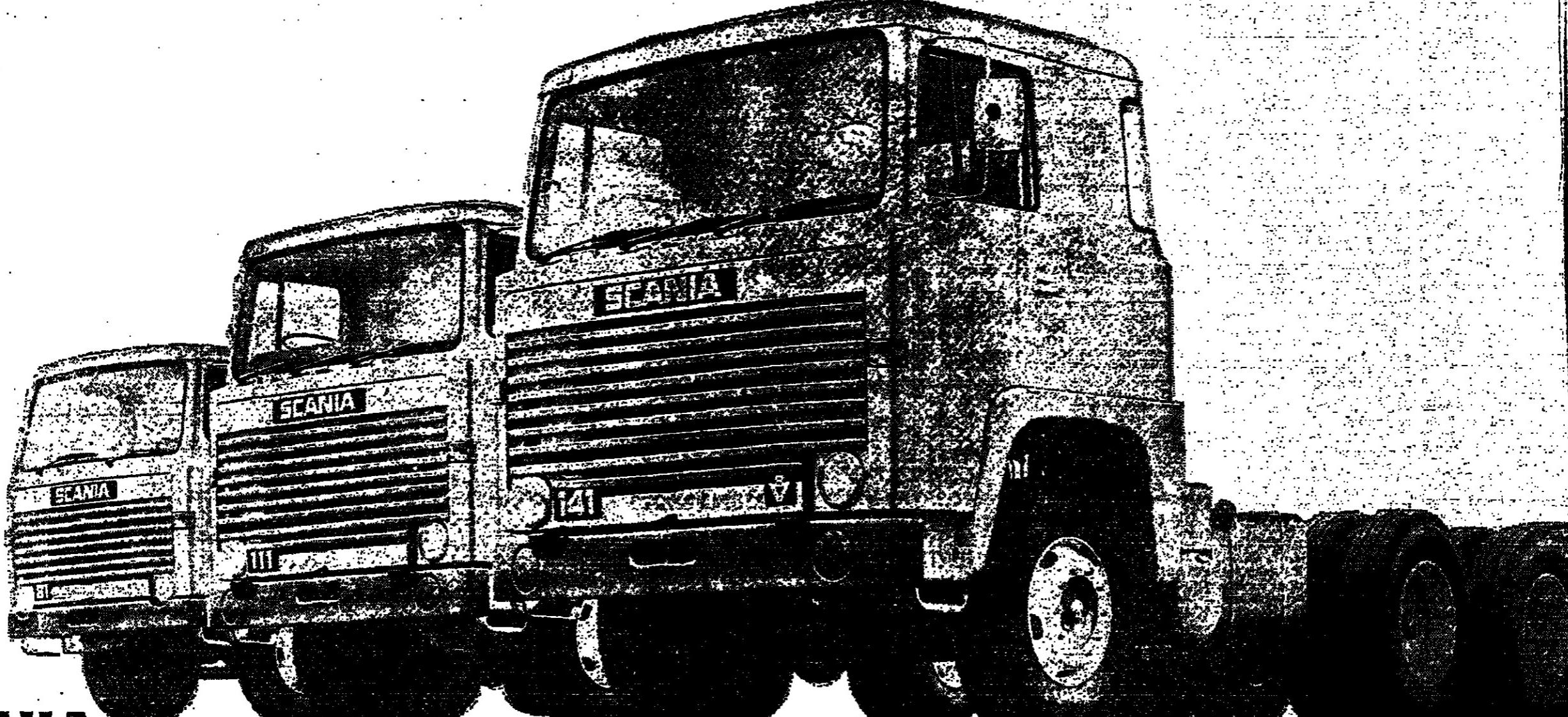
That many lorry operators consider it to be an effective means of convincing the sceptics is an interesting point.

The main problem remaining as far as truckers themselves are concerned are the increased costs of many of the instruments, despite the fact that they cost £2450 and the signal equipment, including the tachograph, cost £1000.

In some cases it has been found that lorries stopped to have been committing offences, especially speed offences, were not doing so

on the basis of the tachograph.

## Scania performance - better than ever.



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## HOME NEWS

## Airlines refuse to pay 'dictatorial' Heathrow landing charges and threaten to divert services

By Arthur Reed  
Air Correspondent  
Eighteen foreign airlines flying into Heathrow, about London, will refuse to pay the new charges imposed by the British Airports Authority.

They said yesterday that the authority had acted in a dictatorial and monopolistic manner. The decision should not be taken until next week. Instead the airlines will pay a little less than the charged by April 1 and those they have been paying since last October.

The airlines also complained that the new charges were discriminatory against the commercial carriers, the Court of Appeal has heard.

The case could take up two years to come to trial. The airlines also complained yesterday that they are com-

sidering cutting some of their services at Heathrow and directing them to other European airports. Charges in Frankfurt, West Berlin, and Paris are lower.

Mr Dick, the Transair lawyer, said: "Airlines who appointed chairman of the airports authority established by the Government, say: 'We have sought proper consultation with the authority, new charges may not be forthcoming. We have simply to do what user charges will be.'"

The airlines were based as follows: Canada, Pan American, Air France, KLM, Austrian, Avianca, Iberia, National, American, Flying Tiger, Line, Swissair, KLM, Sabena, Scandinavian Airlines System, Swissair, Trans Mediterranean Airways, and Trans World.

## Legionnaires' disease at hospital

Four patients and two members of the medical staff at the Royal Liverpool Hospital suffered from legionnaires' disease. Results of tests were awaited yesterday night to decide whether a seventh person, a patient, had been infected.

The Confederation of Health Services Employees concerned whether British hospitals may be infecting patients with the disease, it is demanding urgent

action by Mr Patrick Jenkins, Secretary of State for Social Services.

It cites the Liverpool cases and recent outbreaks at University College Hospital, Cardiff, and Kingston General Hospital, London.

In September, the union argued that there might be a cover-up at the Liverpool hospital for closing the Kingston hospital.

Tests were being made at the 800-bed Liverpool hospital to

discover whether the bacteria were in air conditioning systems.

Among the staff members all the cases have been in the last 12 months and four in the last month. Doctors claim that apart from the latest outbreak, the disease has been present in the other patients in both the wards they were believed to have had pneumonia which was subsequently diagnosed as Legionnaires' disease.

The hearing continues today.

## Child group replies to accusations

By Clifford Lawley  
Religious Affairs Correspondent  
The National Children's Year yesterday published a page denial of the charges made by the Centre for Policy Studies against its recent report on the progress of children in different types of secondary school.

The bureau's research, based on data obtained from its national Child Development Survey, suggested that bright children in the top 20 per cent of the bureau's report among other things

that it was "shoddy, partisan and... an appalling piece of social science research" and that the raw data had been liberally doctored.

Concerned by the publicity given to that aspect, the bureau sought to refute parts of the allegations in turn. They deny that the data were in any way doctored, and believe that the bureau's report on conventional and familiar recent educational research.

At this point, our research project was monitored throughout by an independent advisory group. They say that tests in reading and mathematics were "too easy for the brightest 16-year-olds". A research committee of experts made by C. Cox and J. Park and published by the National Children's Bureau, 18 Queen Street, London, EC1V 4EY.

## Pupils 'are being let down' by their school doctors

By Our Health Services Correspondent  
School medical services are failing to meet the needs of disadvantaged children because they are not working closely enough with the local teaching staff, it was claimed at a London conference yesterday.

A school in outer London had only one medical visit in every eight years, despite pupils in the school being in poverty, literacy, infection, homelessness, crime and mental illness.

Miss Martin Fletcher, of the London Institute of Education, told the conference at the Royal College of Physicians that she had studied a medical service of three randomly selected primary schools in outer London.

In one the headmistress had

met the school doctor only once in five years. In the second, the doctor had visited only once in five years. The third had an excellent service, with the doctor regularly examining school pupils once a term, and

advising staff and parents about the children's health needs.

Organisations for helping children with serious or mild developmental handicaps were being missed, he said.

School medical services were under-financed because they fell between the stools. They were neglected by area health authorities because they were not to do with illness, and were ignored by the education authorities because they had nothing to do with education.

Professor Eric Groud, of King's College Hospital, London, opening the conference, said that its purpose was to consider how to widen children's health services at times of scarce resources.

One difficulty was that Britain was not a homogeneous community. Local privileged children had diseases from syphilis and other diseases, violence, poisoning, fire, meningitis, and pneumonia twice as high as children from higher social class. As resources became scarcer, he was the least privileged who were suffering most, he said.

## Concorde half-fare offer in services to US

By Our Air Correspondent  
In its latest effort to revive flagging traffic, British Airways will offer seats on Concorde services to the United States at half price this winter, and will reduce fares on services to Cyprus and the Seychelles. The half-price offer will be available on supersonic flights Washington immediately and New York from November 3 to relatives of travellers pay the full single fare of £2,495 to Washington and £357 to New York.

Eligible relatives are husbands, wives, children, parents, brothers, sisters, fathers-in-law, mothers-in-law, grandparents and grandchildren.



Mr Geoffrey Mackintosh, an engineer, of Romford, London, with a 17lb bass he caught off St Osyth, Essex. It is ounces off the British record.

## Landowner says he gave 'Moonies' four farms

Mr Henry Masters, a former architect and landowner, said in the High Court yesterday that he gave his inheritance to the "Moonies" the religious sect. He said he gave the Unification Church, the official name of the sect, four farms in Stanton Fitzwarren, Wiltshire, two years after joining the sect.

He gave up his Swindon practice, leaving everything to his partner, to work for the Moonies in the United States.

He denied he had been manipulated by the church and that he was now broken and empty.

Mr Masters, aged 52, told Mr Justice Connolly that his wife and two young children had joined him in the church. He was proud of what he had done, but his conversion had disengaged other members of his family.

The hearing continues today.

## Potato pickers raided in benefit inquiry

Potato pickers fled when six investigators from the Department of Health and Social Security raided one of several farms on the Yorkshire wolds this week looking for people who were working while also claiming unemployment, sickness or supplementary benefits.

It took several minutes to round up the pickers, who earn up to £90 a week.

Mr David Wainwright, manager of the Barf Farming Company at Louth Dugdale, near Alston, said later: "There is a shortage of pickers now."

Mr William King, a grave-digger, is to receive £135,000 from the British Museum for unearthing a hoard of ancient brooches.

Mr King, aged 62, of Moorgate Road, East Dereham, Norfolk, found six silver Saxon brooches while digging a grave in a churchyard at Penney, near King's Lynn, three years ago. He handed the ninth-century brooches to the church authorities who locked them away in the sacristy chest. It was only when a new rector, the Rev John Wilson, arrived this year that the brooches

## Backing for a stiffer hit-and-run penalty

By David Nicholson-Lord

Support for the Government's plans to stiffen the punishment for hit-and-run drivers came yesterday from the Christian Economic and Social Research Foundation, which said that the anomaly of differential penalties made it a better risk for a motorist to drive on rather than face prosecution under the harsher laws on drinking and driving.

The motorist could expect a fine and an endorsement rather than a long period of disqualification.

The discrepancy had been exacerbated, the foundation said, by a House of Lords decision this year in a case in which a retired police chief inspector drove home after an accident. Police were asked to accept him later for refusing to take a breath test were free-passing in his house, the Lords decided.

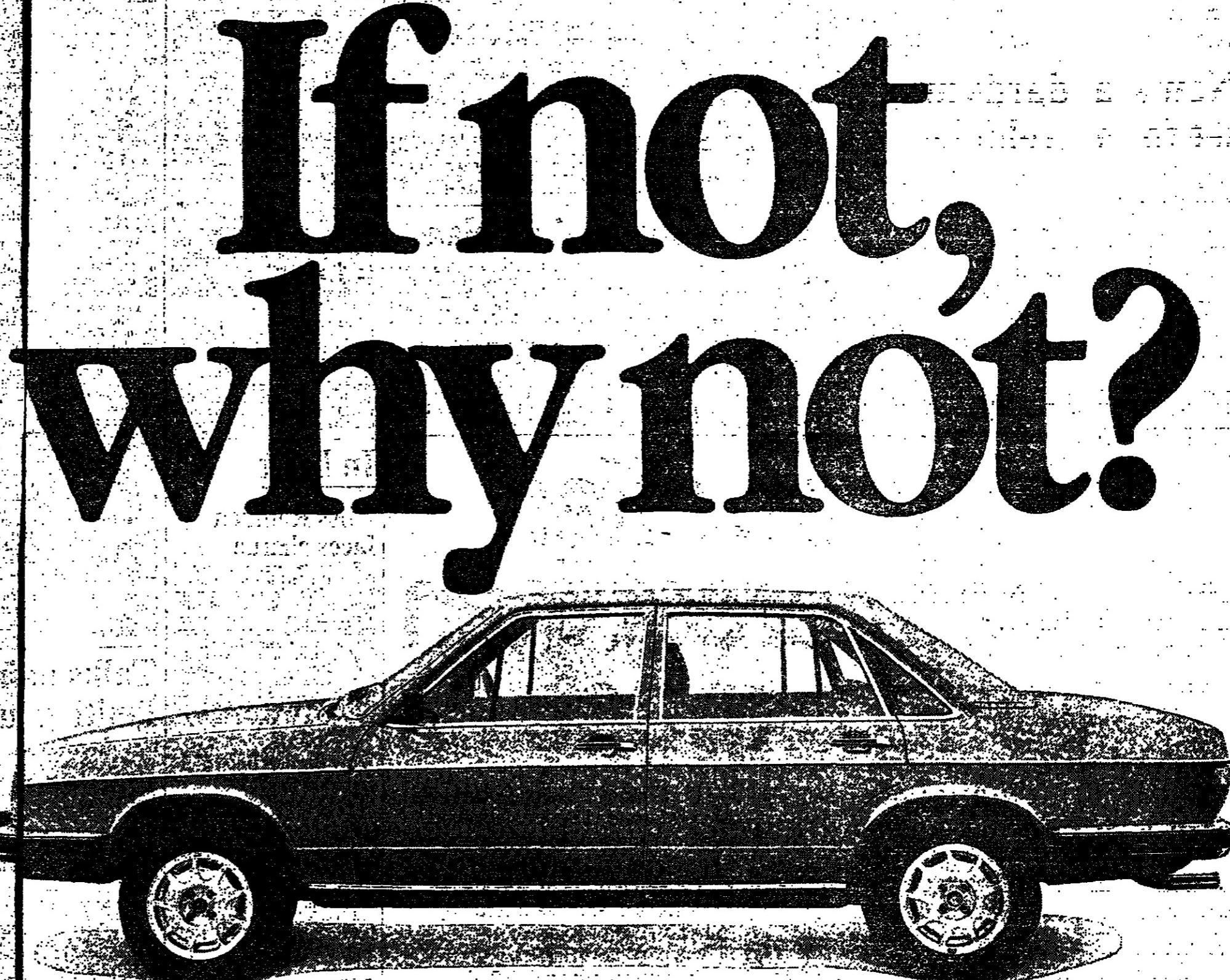
## £135,000 for treasure finder

Mr William King, a grave-digger, is to receive £135,000 from the British Museum for unearthing a hoard of ancient brooches.

Experts there called them very fine, high quality silver disc brooches of national importance.

An inquest at King's Lynn declared them treasure trove and the property of the Crown. The treasure trove valuation committee set the value at £135,000.

"I intend to give the church £25,000. At the inquest the rector said he wanted £14,000 to do his roof up", Mr King said.



	Retail Price	Max Speed mph	Acceleration 0-60 mph	Overall mpg	Boot Capacity (cu. ft.)	Average Interior Width (ins)	Fuel Octane Rating
Audi 100 L5S	£6,690	110	11.7 sec.	26	23.0	57.5	**
Citroen Athena	£6,875	109	12.1 sec.	23	16.8	53.0	****
Ford Granada 2.3L	£6,656	104	13.6 sec.	23	14.3	55.0	****
Volvo 244 GL	£7,674	98	14.6 sec.	N/A	21.5	50.0	**

Information Source: What Car Magazine. Prices are for 1980 specification manual versions, including car tax and VAT at the current rate.

A glance at the table above may prompt you to ask why all those Citroen, Ford and Volvo drivers are driving Audis, Fords and Volvos.

It can't be price.

The Audi 100 L5S is the cheapest to buy with the exception of the Granada, which undercut it by a daunting £34.

Is it performance, then?

The Audi is the fastest of the bunch, with a higher top speed and faster acceleration.

Perhaps people feel that its high performance means high consumption. Yet according to What Car, none of its rivals equals the Audi's economy.

Maybe sheer size is the deciding factor.

Sadly for that theory, the Audi has more elbow

room not only than its three keenest competitors, but also virtually any car you can buy in this country.

At any price.

Even those rare few who buy a car for the size of its boot should unquestionably buy an Audi.

And when to these bald statistics, one adds the fact that all Audis are renowned for their low running costs, reliability and durability (backed by a six-year warranty against rusting through from the inside), one begins to wonder why everyone is not driving one.

If you're undecided between the four fine cars we've been talking about, why not book a test drive in the 100 L5S with your Audi dealer.

It's probably all you need to help you make up your mind up.

The Audi 100 five cylinder.  The car for now.

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# **PAT SUNGHERY: THE MOST RELIABLE ECONOMY CAR IN BRITAIN**

Right now, there are two kinds of economy car. Those that feel small. And those that don't—like the remarkable Datsun Cherry.

The Datsun Cherry is designed to take up the minimum of room on the road and give the maximum room to the driver, passengers and luggage.

Call it the non-squeeze family car. As Autocar Magazine\* said when comparing the Cherry with hatchback competitors "It has far more shoulder room front and rear than any of its rivals".

The rear seat of the Cherry is a full 5" wider than the Fiesta, wider too than the VW Polo, Renault 5 and Fiat 127.

In addition, the luggage space amounts to over 16 cubic feet. As Autocar\* put it: "The Cherry scores high for its load space at the rear."

In terms of refinement Autocar\* praised the Cherry, saying: "Thanks to the big cabin volume and sensible soundproofing, the Cherry is probably the quietest of the bunch".

Better still, call it the non-squeeze luxury family car. Unlike other cars in this class, the Datsun Cherry is full of big car features. None of which costs you a penny extra. The list shows you clearly how the Cherry compares.

<b>Standard Equipment</b>	<b>CHERY A10 GLE</b>	<b>FIESTA 1.4 GL</b>	<b>POLO GTS</b>	<b>RENAULT 5TL 3DR</b>
PRICE	£3156	£3969	£3800	£3480
HAZARD WARNING LIGHTS	YES	YES	YES	YES
TWO SPEED WIPERS	YES	YES	YES	YES
ELECTRIC WASHERS	YES	YES	YES	YES
HEATED REAR WINDOW	YES	YES	YES	YES
DIPPING INTERIOR MIRROR	YES	YES	YES	YES
RADIAL TYRES	YES	YES	YES	YES
CLOTH UPHOLSTERY	YES	YES	YES	YES
RECLINING FRONT SEATS	YES	YES	YES	YES
REVERSING LIGHTS	YES	YES	YES	YES
VANITY MIRROR	YES	YES	YES	YES
HANDBRAKE WARNING LIGHT	YES	YES	YES	YES
QUARTZ CLOCK	YES	YES	YES	-
CIGARETTE LIGHTER	YES	YES	YES	-
GLOVE BOX	YES	YES	-	-
STYLED ROAD WHEELS	YES	YES	-	YES
CENTRE CONSOLE	YES	YES	-	YES
FITTED CARPETS FRONT & REAR	YES	YES	YES	FRONT
PROTECTIVE SIDE MOULDING	YES	YES	YES	-
CHOKE WARNING LIGHT	YES	-	YES	YES
TRIP METER	YES	YES	YES	-
HALOGEN HEADLIGHTS	YES	YES	-	-
TINTED GLASS	YES	-	-	-
LOCKABLE FUEL FILLER LID	YES	-	YES	-
SIDE WINDOW DEMISTERS	YES	-	-	YES
HINGED LUGGAGE COVER TO REAR SEAT	YES	-	YES	YES
HEAD RESTRAINTS	YES	-	YES	-
FITTED RADIO	YES	YES	-	-
INTERIOR TAILGATE RELEASE	YES	-	-	-
3 SPEED FAN ON HEATER	YES	-	-	-

**NO OTHER ECONOMY CAR  
CAN MATCH THE CHERRY FOR RELIABILITY**

If you think Volkswagens are reliable, you're right. But Datsun's record on reliability is even better. A major motor industry survey — which included Volkswagens, Mercedes and Volvo — found that

Datsun cars were the most reliable in Britain. Even Esther Rantzen on TV picked out Datsun cars for their superb record in her "Reliability race".

'cars for their superb record in her "Reliability race". That's one of the reasons why nearly 200,000 motorists in Britain are driving Datsun Cherrys today.

**DATSON QUALITY AND PRECISION**

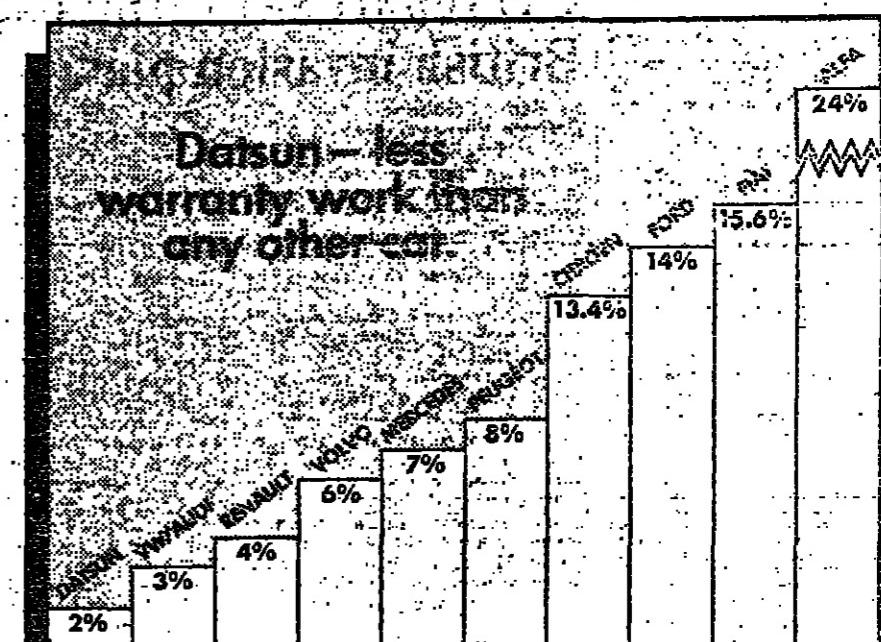
The Cherry, like all Datsuns, gives you one thing above all — quality. Datsuns are built by a company which uses the most sophisticated, advanced, fully computerised techniques.

Datsun built the rocket which launched Japan's first satellite, so they know something about quality and precision in manufacture.

In their car plants, Datsun have a special team of quality control experts — no less than 1 in 6 of the workforce — whose sole function is to check each car thoroughly before it leaves the factory.

## **UNBEATABLE CHERRY ECONOMY**

The Cherry range is extremely economical. Not just because it is mean with petrol with up to 47 mpg (and that's an official figure - not just a publicity stunt) - but also because its reliability saves repair bills and expensive workshop time. As the table shows, a major industry survey reported that, of all cars on the road, Datsun needed the least warranty work. And main services are at 12,000 mile intervals.



**Figures taken from an independent survey conducted by Ronald Sewell Associates.**

The July/August issue of Drive Magazine - which published running costs of nearly 50 models - showed the petrol cost per mile for the Cherry as just 3.16 pence. Lower than any other car in the survey!

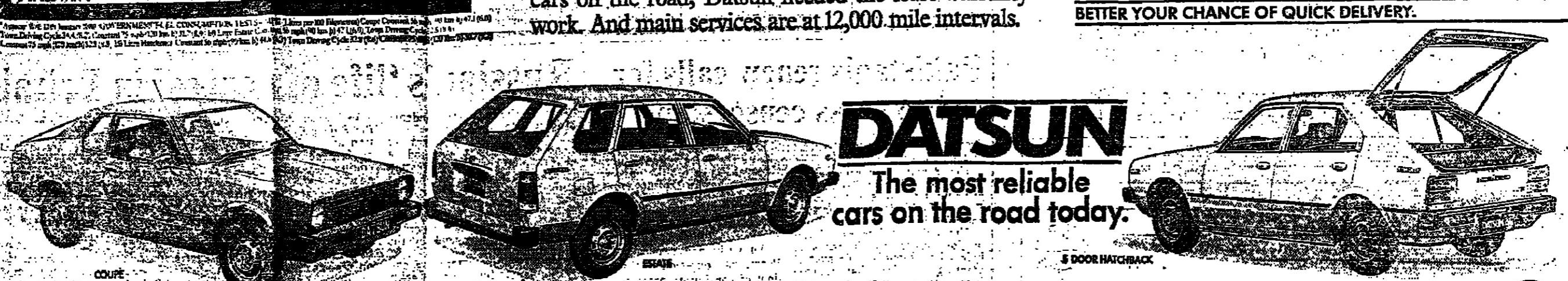
**FROM £3156.07**

With so much to offer, you'd expect the Datsun Cherry to be one of the more expensive cars in its class. But not at all.

The Renault 5 TL costs £3480; the VW Polo GLS costs £3800 and the Fiesta 11 GL, £3969 - that's over £800 more than the Cherry!

If you're looking for an economy car, you must look at the Datsun Cherry. For extra space, reliability, equipment, value and quality, it's unmatched by any other car in Britain today.

**THE GENTLEMAN'S AGREEMENT OBTAINED FOR 'VOLUNTARY' IMPORT RESTRICTIONS ON DATSUN CARS MEANS THAT RIGHT NOW - WHILE THE METRO IS BEING LAUNCHED BY BL - THE NUMBER OF CHERRYS AVAILABLE FOR SALE IS VERY LIMITED SO THE SOONER YOU CONTACT YOUR DATSUN DEALER THE BETTER YOUR CHANCE OF QUICK DELIVERY.**



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## IRAN/IRAQ WAR

Iraqi forces in fierce battles for Abadan

From Dawik Mishlawi  
Beirut, Oct 16

Iraqi forces are fighting what have been described as the fiercest battles in the war against Iran in a desperate attempt to capture Abadan, which the Iranians say they have turned into a "formidable armed stronghold".

Tehran Radio today said the inhabitants of the city had dug street trenches and built barricades in preparation for hand-to-hand combat with the Iraqis, who have been besieging the city for about three weeks.

The Iraqis say they have already cut off Abadan from the rest of Iran by blocking all entrances and that they had captured the local radio transmitters. They did not claim to have entered the city.

Tehran Radio said the people's resistance would be stepped up today and the Iraqis would "suffer hell" if they entered Abadan, a symbol of Iran's oil industry.

The Iraqi commander was reported as saying that in addition to cutting all roads to Abadan, pipelines that supplied Tehran with fuel had been blown up. The Abadan refinery and pipelines stopped working in the first week of the war.

In Baghdad a military communiqué said that it is the overriding fighting Iraqi tanks took control of the Abadan-Es-Sadr-Shapur road, "thus completing the siege on Abadan and Khorramshahr", Iran's vital cargo port.

The road had been the main supply route for the two cities, the communiqué said. Iraqi forces had earlier taken control of the railway that runs parallel to the highway.

Another fierce battle took place further north in the mountainous central sector of Iran, where Iran said its paratroops wiped out more than 1,000 Iraqis. It was an Iranian attempt to strike at the rear of Iraqi forces besieging the border town and from there enter Iraqi territory.

The Iraqis admitted that three Iranian helicopters attempted to land troops at Ras al-Bishah, fort-ground defences thwarted the attempt and destroyed one of the aircraft.

Iranian Phantom jets strafed Baghdad for the third day. Details of casualties and damage were not available. Iraqi MiG fighter-bombers attacked the city of Kermanshah, about 370 miles from Tehran. Tehran Radio, which admitted the raid, said casualties could not be determined yet.

## Mr Chatti back in Baghdad

on peace mission

Baghdad, Oct 16.—Mr Habib Chatti, the Tunisian diplomat returned to Baghdad today in a renewed effort to halt the Gulf war, but neither Iraq nor Iran displayed a mood for compromise that might help him to succeed.

Mr Chatti, secretary-general of the 40-nation Islamic Conference, succeeded President Zia ul-Haq of Pakistan on a similar mission last month. This is his second visit to the Middle East since he came to bring peace any closer.

Foreign diplomats in Baghdad did not rate Mr Chatti's chances much higher this time, noting that both sides, while being unable to deliver a decisive blow to each other militarily, were committed to stances from which they could not easily withdraw.—Reuters

## Mr Carter sees little chance of hostage talks with Iran leader

Washington, Oct 16.—President Carter said today he was unwilling to meet with Mr Muhammad Ali Rajai, the Iranian Prime Minister, about the American hostages, but added: "I see no real possibility of a meeting taking place."

The President, speaking to reporters during a campaign trip in Connecticut, also said he did not see "any immediate prospects" for a breakthrough that might lead to freedom for the 52 Americans.

Mr Edmund Muskie, the Secretary of State, denied that the United States was ready to trade military spare parts for the hostages. But it was understood that if the hostages were released, Mr Carter would relax sanctions against Iran, allowing delivery of equipment ordered and paid for before the hostages were seized if war conditions warrant such a move.

Mr Rajai is in New York to speak at the United Nations tomorrow on the Iran-Iraq war.

Mr Muskie, answering questions after a speech at the Woman's National Democratic Club, said: "I have no way of knowing if his [Mr Rajai's] objectives may be broader than the 'Carter doctrine' which sought to reestablish American Security Council control over the oil-producing countries. The Soviet Union maintained today:

"We indicated early on our willingness to discuss with representatives of the Government of Iran this hostage question."

Asked if the United States was considering a deal involving delivery of military spare parts to Iran, Mr Muskie first answered: "I have seen the rumours," then stopped.

Later, speaking to reporters, he had a much stronger answer: "There is no such proposal. There is no such deal. I will put it very definitely. No."

Talks ruled out: In Tehran, Mr Muhammad Ali Rajai said before leaving for New York that he would not talk to American officials while he was in the United States.

There had been speculation that Mr Rajai would discuss the continued detention of the hostages.

In a brief press conference before departing Mr Rajai re-

## US report says Iraq used British invasion plan

By Henry Stobart  
Defence Correspondent

The "Iraqi invasion of Iran was based upon a plan drawn up in 1979 with British help," according to a report in the United States yesterday. Sources in Whitehall, however, did not eagerly endorse this view last night.

The New York Times quoted a United States military specialist on the Middle East as saying that the plan envisaged the rapid conquest of the oil-rich province of Khuzestan, which would lead to an armistice in which the province would be surrendered to Iraq.

It envisaged heavy reliance upon American and British advice given to the Iranian Revolutionary Guards, who are now best-esteemed in their place of origin.

Criticism has centred on the width of the battlefield and the dispersal of forces along at least four salients. One officer commented: "I am not sure that staff college would have approved. But we seem to be blamed for everything."

# IN THE PAST YOU MIGHT HAVE CHOSEN A BMW FOR ITS MUSCLE. NOW YOU CAN CHOOSE IT FOR ITS BRAIN.

There is now a car with a brain that can challenge whatever preconceived notions you may have about luxury motoring. The new BMW 7 Series.

All three cars in the series use high technology to achieve a level of perfection electronically that's impossible to achieve mechanically.

For example, the 732i has a micro-chip system that actually stops the car using petrol every time you take your foot off the accelerator above 1200 rpm.

It also has our Check Control System that electronically checks the car for you every time you drive off.

The BMW 7 Series starts at £12,435, for the 728i which is no more than the price of cars whose virtues are merely mechanical.

Please ask your secretary to send us the coupon. Or ring Bracknell (0344) 59245 for your BMW Information File.

Please enclose a stamp for the free BMW 7 Series. Please send me the BMW 7 Series Information File on credit terms.

Enclosed is my cheque for £100.00 towards the cost of the BMW 7 Series.

My name is \_\_\_\_\_ and my address is \_\_\_\_\_.

My telephone number is \_\_\_\_\_.

My car is a \_\_\_\_\_ and my license plate number is \_\_\_\_\_.

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## OVERSEAS

## Canadian Government to carry on with constitutional reform in spite of court threat

From John Scott  
Overseas Editor  
The Canadian Government has agreed to bring home the constitutional challenge from the Supreme Court of Canada, which has ruled that parts of the proposed new constitution are unconstitutional. The Canadian government has decided to take action against the federal plan for reuniting the British North America Act and then "part-striking" it from Westminster was taken at a meeting of the 10 provincial premiers in Toronto yesterday.

The provinces committed to action on British Columbia, Alberta, Manitoba, Quebec and Newfoundland. The others of Prince Edward Island and Nova Scotia indicated they would take part, but said they wanted to consult their Cabinets before taking a final position.

The only dissenters were Mr William Davis, Premier of Ontario; Mr Richard Hatfield of New Brunswick; and Mr Alan Blakeney of Saskatchewan. Mr Blakeney has said he also has grave reservations about the Federal Government's resolution, now before Parliament, whereby the British Parliament would be asked to amend the constitution in several important respects and then relinquish all control over it and

other constitutional instruments relating to Canada. But the Saskatchewan Premier said yesterday he favours working to improve the federal constitution by challenging it in court.

Mr Peter Lougheed, the Premier of Alberta, told reporters after the meeting that the group of five believe the federal proposals are "not legally valid and/or are contrary to custom and convention established under the federal system in Canada."

By invitation of Mr. Trudeau, the Federal Government has "taken responsibility away from the provinces," he said, "so far as we know."

Among the changes the Federal Government is seeking is the inclusion of a charter of basic rights in the constitution. This is an area that the provinces have always regarded as their own.

The attorney-generals of the five provinces, plus Prince Edward Island and Nova Scotia, will meet next week to map legal strategy, and the 10 governments will meet again in about two months.

Premarily, the challenges will first be mounted in the various provincial courts of appeal, with appeals to the Supreme Court probably coming after that.

Mr Pierre Trudeau, the Prime Minister, has shown little concern about possible Supreme Court challenges to his Government's position.

Answering a question on the subject at a press conference last week, he said: "How can

they attack before the court something which is just in a discussion stage? I do not think that is possible."

Mr Jean Chretien, the Justice Minister, and the Prime Minister's right-hand man in the constitutional battle, last night brushed aside the danger of a successful court challenge.

"That's their privilege," he said. "But what the Canadian Government is doing is legal I can't see how a challenge can be made against that."

In another development, CTV television reported that the Liberal Government is planning to nominate Mr James Waddes, a former Conservative Member of Parliament, as High Commissioner to London, with Mr Donald Maclean, a former Liberal External Affairs Minister.

Mrs Waddes was appointed last year by Mr Joe Clark, the former Conservative Prime Minister, who is now leading the parliamentary fight against the Federal Government's plan.

The report today said the change in London would be made to help facilitate passage of the constitutional proposals through Westminster.

A spokesman for Mr Trudeau's office said he would not be surprised if Mr. Jameson, who has been in the next month in London, was given a federal appointment before Christmas.

However, Mr Trudeau was in no rush to replace Mrs Waddes and it would be premature to think Mr Jameson's going to be buzzing in there (London) in the immediate future."

## Eight die in attack on Malaysian police

From M. G. G. Pillai  
Kuala Lumpur, Oct 16

Malaysian police today shot dead eight members of a Muslim fundamentalist group, led by a Kampuchean refugee, which "is a centre of religious frenzy" had attacked the district police headquarters at Batu Pahat, about 140 miles south of here.

Police said 23 people—civilians, policemen and suspects in custody—were wounded when the group, wielding long knives, rushed into the police station at about 10 am shooting volleys from their guns.

Tan Sri Heniff Omar, the inspector-general of police, told reporters in Batu Pahat that the group consisted of "Muslim fanatics".

Last week press reports from Batu Pahat had referred to growing concern among Muslim leaders there over the activities of a fundamentalist group composed of Kampuchean refugees, which had been preaching, among other things, that it was not obligatory for Muslims to go to the mosque on Fridays.

An official investigation into the attack has started. Darik Hussein Onn, the Prime Minister, whose parliamentary constituency is adjacent to Batu Pahat, is being informed about the incident. In recent months he has called on Malaysians to be wary of Muslim groups which were spreading "false teaching".

A few hundred of the nearly 3,000 Kampuchean refugees allowed to stay in Malaysia in 1975 settled in Batu Pahat.

## 'Civil war imminent' headline stirs up anger

## Zimbabwe MPs accuse Western press of being unduly alarmist

From Nicholas Ashford

Salisbury, Oct 16

Western journalists are not in very good odour in Zimbabwe these days. Last weekend an African columnist writing in the Sunday Mail, which is a free newspaper, had repeated their desire to see a "free and responsible" press in Zimbabwe—something which is rare in Africa where most papers are controlled by governments or ruling parties.

They have emphasized, however, that the local press should identify with the new nation and that it should "look to the North (to black Africa) rather than to the South".

This does not mean that papers like the Herald, the Chronicle and the Sunday Mail have been able to operate more freely than they did under Mr Ian Smith's régime. The Herald's news coverage has changed dramatically in recent months with much more attention given to black politics and black township news. So has its editorial policy. The newspaper has recently been outspokenly critical of South Africa (even though its single largest shareholder is the South African Argus newspaper group).

Its readers seem to approve of its new approach as in the past year the circulation has shot up by almost 20 per cent to 95,000. Not all papers have so far done so well. The National Observer, a weekly which belonged to the same company and was aimed at a black readership, has recently closed.

During the six months since independence, the main local authorities have taken no steps to curb the activities of foreign journalists. In fact some restrictions have been removed. No journalist has been expelled or

prevented from coming into the country.

Both Mr Mugabe and Mr Nathan Shemavirira, the Minister of Information (who is a former journalist) have

repeated their desire to see

This point is acknowledged

by Mr Robin Drew, who took

over as Editor of the Herald

in August.

"What we are trying to do is reflect our new situation," he says.

We are conscious of the constraints under

which we must operate because

Zimbabwe finds itself. We are,

however, satisfied that Government

policy is to encourage a free and responsible press and I believe that is what we are achieving."

The incident began in a beer hall. Residents said they heard automatic fire as "all hell" exploded and that men from the Zulu camp near by had joined the fray.

The Government is moving up to 10,000 guerrillas from the remote rural assembly points, where they have been living for the past nine months, to Chitungwiza and in Esrombani, near Bulawayo.

The move was criticized because it was feared that it would lead to an increase in violence and inter-party feuding in urban areas. Until last night's shooting, however, there had been no increase in violence in Chitungwiza.

The Zulu and ZIPRA men are being kept in separate camps about two miles apart. They wear uniform and are allowed to retain their weapons in the camps, but not if they go out.

## Guerrillas in Salisbury beerhall gun battle

From Our Own Correspondent

Salisbury, Oct 16

At least one person was reportedly killed during shooting last night in Chitungwiza township, where several thousand Zulu and ZIPRA guerrillas have been moved into temporary accommodation. It was the first serious incident there since the guerrillas started arriving two weeks ago.

The incident began in a beer hall. Residents said they heard automatic fire as "all hell" exploded and that men from the Zulu camp near by had joined the fray.

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Foreign Report  
is on page 15

## In brief

### Ex-Premier in Sri Lanka loses rights

From Our Correspondent  
Colombo, Oct 16

The Sri Lankan Parliament today stripped Mrs Sirimavo Bandaranaike, the former Prime Minister, of her civic rights and expelled her from Parliament. Voting was 139 to 18.

Mrs Bandaranaike, who is accused of abusing her powers while Prime Minister, left the House just before midnight, declaring: "I will be back." In a defiant speech she had told Parliament earlier today that she would lead her Freedom Party to victory in 1983.

Also stripped of his civic rights and expelled from Parliament was her nephew, Mr Felix Dias Bandaranaike, who was Minister of Finance in her government.

All approaches to Parliament were sealed off today and intensive security precautions were enforced in Colombo. The city was quiet, but there were incidents of sabotage in the province.

In her speech Mrs Bandaranaike said that the Sri Lankan Government had launched a conspiracy to eliminate her and kill her politically and foreign investors were also involved.

The Opposition leader, Mr Amirthalingam, said the action against her would tarnish the image of Sri Lanka abroad. It was unfair to bring in retrospective legislation against a person who had been Prime Minister for 12 years and for actions which had not been offence at the time they were made.

**Soviet warship photographed at Vietnam base**

From Our Correspondent  
Hanoi, Oct 16

A Japanese television station obtained photographs of evidence that Soviet naval vessels are using the Vietnamese port of Cam Ranh Bay as a base.

The station TBS announced tonight that a Japanese television crew had photographed the 43,000-ton Soviet aircraft carrier Minsk at anchor in Cam Ranh Bay last month.

Western intelligence reports have indicated that the Vietnamese have provided the Soviet Union with facilities at Cam Ranh Bay in the past, but Hanoi has denied allegations that the Russians have established a naval base on Vietnam's eastern coast.

The TBS channel in Tokyo tonight showed pictures of an aircraft carrier anchored in Cam Ranh Bay. The ship was photographed from a boat as the television crew drove past the bay.

### Mr Muldoon narrowly survives party challenge

From Our Correspondent  
Wellington, Oct 16

Mr Robert Muldoon, the New Zealand Prime Minister, narrowly survived a challenge to his leadership today.

Although no vote was taken, Mr Muldoon, who has been increasingly criticized for his political style and economic management, admitted that the leadership issue remains unresolved.

The expectation in political circles tonight was that Mr Muldoon would soon resubmit his leadership via a motion of confidence.

The Prime Minister returned to Wellington this week after more than six weeks abroad visiting India, China, the United States and Mexico. Never a popular politician, Mr Muldoon discovered on his return that his authority within the ruling party had begun to crumble after the Government's decisive defeat in a by-election in August. The seat had been considered a safe seat.



## Are good coppers born, or made?

You may sometimes wonder if you've got what it takes to be a good copper. Or wonder if you can get what it takes if you haven't.

We'll tell you.

Some people are practically born coppers. Not wearing size 12 boots and saying "Ello, ello, ello—but born with the qualities every copper needs, like intelligence, commonsense and a real interest in people.

Some of us lose our interest in people as we grow older, but we hope this won't happen to you.

Because if you're not interested in people it's doubtful whether the Police will be interested in you.

We need people who genuinely want to help other people. It's what the job is all about.

Of course, if you're not born with all the qualities a police officer should ideally possess, then you may develop them as you grow older.

We hope you will acquire a balanced outlook on life. That's absolutely essential for every police officer.

No matter what your own personal views on those issues which other people tend to get heated about (like union picket lines, youth political parties of the extreme Left or Right), you will have to learn to keep cool and always be impartial.

There is no place in the police service for extremists.

But there are other qualities we look

for in potential recruits.

Police officers must be able to stand on their own two feet. They must be capable of making decisions right through the day, and of taking the responsibility for those decisions.

Which may worry you just a little as you sit reading this advertisement. Could you cope?

Yes, if you're the right kind of person (and we'll only select you if you are). Yes, because we will train you to cope. Yes, because you will have the reassurance of knowing there are always experienced officers ready to help you if anything out of the ordinary should happen.

And anything could happen: ordinary or extraordinary. In the Police no two days are ever the same.

We hope you're the kind of person who will find that a challenge.

You'll certainly find it more exciting than a routine office or factory job, and probably a good deal more rewarding.

By the time you're old enough to join us, you will of course have very much the personality you will always have.

Will we be able to make anything of it?

Yes. Training can certainly bring out many invaluable qualities, some of which you may not even be aware you possess.

We'll give you the confidence and the knowledge to cope with emergencies.

We'll show you how to be more observant and how to improve your

memory. We'll also teach you some basic law and psychology. All extremely important factors in police work.

What we're looking for, in fact, is raw material and lots of enthusiasm.

In return we offer you a career that promises a great deal of satisfaction and variety, promotion based on merit and very good pay.

If you're under 22 when you join us, you'll be on £4,956; if over 22, £5,919. Unless, that is, you're in London, in which case the figures are £6,351 and £7,314.

On top of that you get free housing or a generous rent allowance.

Finally, we would just say that after all the teaching, theorising and talk about whether a copper is born or made, it eventually comes down to the qualities you possess. And if you think you've got those qualities, just cut out the coupon.

Then we can tell you more.

To: Police Careers (England & Wales),  
6 Harrow Road, London W3 1XH.

You need to be a British subject, fit and at least 18½ on joining. Normal minimum height for men 172 cm (5'8"), for women 162 cm (5'4").

Please send me your booklet on career prospects in the Police.

I am under 18, so please tell me about the Police Cadet Scheme.

I am in full-time education.

Name (Mr/Ms/Miss)

Address

Age

**A POLICE CAREER**

PARLIAMENT, October 16, 1980

## Pressure of business leads to delay in start of next session

House of Lords

The State opening of Parliament will now take place on November 20 instead of November 13 because of the need to give full consideration to Bills currently before the House of Lords. Lord Soames, Lord President of the Council, said yesterday:

"He said: 'The Government has given careful consideration to the legislative programme in this House and in the Commons for the remainder of the current session.'

We have taken note of the need for full consideration of the Bills currently before this House. I am sure that the House will wish to know in light of this consideration we have recommended to the Queen that the new session of Parliament should not now begin on November 13 but on Thursday, November 20, and her Majesty has graciously agreed to this request.

Lord Patten, Leader of the Opposition peers—The whole House must be grateful to Lord Soames for the last weeks have been a great strain on all sides of the House.

We know how serious it is to postpone the opening of Parliament and we understand what a difficult decision it must have been.

At this moment we do not want to be ungrateful to the Queen, or to the Lord Speaker, but we have the right to discuss important Bills and it is essential we carry out our revising functions properly.

This will still now be able to do. Lord Soames—We are glad to hear her Majesty's decision to keep November 27 free just in case?

Lord Soames—If we were not in this House I would answer in unparliamentary language. (Laughs.)

## No date fixed for sale of airline shares

There was no need to have the Civil Aviation Bill on the statute book this session after the Government's announcement that British Airways shares would not now be marketed in 1981. Lord Penzance of Shulbrede, for the Opposition, said at the beginning of the Bill:

He moved that Clause 1 (Reduction of public dividend capital of British Airways Board) should be excluded from the Bill.

He said: "The Government had made it clear at the Bill's second reading that it was remaining flexible as to when it would market the shares. One of the major issues was that flotation had now been extended."

It was ironic that the open skies policy of the Government had been partly responsible for the slightly sickly state in which the international aviation industry found itself.

The Opposition had never hidden its dislike of this part of the Bill. The Government had pursued their denationalization policy in the face of all logical reason against it.

The idea of denationalizing British Airways had been pulled out of the hat, before the 1979 Conservative Conference no doubt to impress that conference of the Government's "flexibility".

The truth of the matter is that this Bill does nothing to help British Airways, indeed the effect of this Bill is to impose additional anxieties on British Airways.

The right policy for the Government was to be prepared with the first half of the Bill.

Lord Trefgarne, a Lord in Waiting, said throughout all stages of his Bill he and his colleagues had made it clear the Government would preserve the full flexibility of the airline's share flotation. The Government was free to choose the best possible bearing in mind the interests of all concerned.

Flotation would not be during 1981. Whether it would be 1982 or 1983 or what the precise date would be, was still completely open.

The decision (he said) will be

taken in the light of trends in the aviation industry and in the stock market.

The present situation of the aviation industry and the affairs of British Airways illustrated that it was a highly competitive industry.

It was natural for the Opposition to grasp any handy stick for beating the Government's policy but he was not impressed with this one. The clause was essential to the Government's policies.

At present many special tariffs made it difficult to compete on the international market. The creation of a world market would require the talents of a Sherlock Holmes to get to the bottom of it.

Mr Brian Key (South Yorkshire, Soc), speaking for the Socialist group, said they did not want to make life easier for the people of Western Europe. There should be closer links between members states.

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He said: "The Government had made it clear at the Bill's second reading that it was remaining flexible as to when it would market the shares. One of the major issues was that flotation had now been extended."

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The idea of denationalizing British Airways had been pulled out of the hat, before the 1979 Conservative Conference no doubt to impress that conference of the Government's "flexibility".

The truth of the matter is that this Bill does nothing to help British Airways, indeed the effect of this Bill is to impose additional anxieties on British Airways.

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## SPORT

Tennis

## LTA sub-committee give hot potato more time to cool

By Roy Bellamy  
Tennis Correspondent

No one could be accused of being hasty or diagnostic in the arrival of a hot potato and its descent into a cold sweat—so do the rest of the sub-committee. Good chaps that they are, they explained yesterday that although everything set up by the Government took 2½ months to publish their report, four months later the sub-committee formed by the Lawn Tennis Association to consider this censorious document had a press conference to say what it had done about it.

Somewhat, but never mind. His office has been colonised since his arrival by a hot potato and its descent into a cold sweat—so do the rest of the sub-committee. Good chaps that they are, they explained yesterday that although everything was very complicated and the LTA could probably not afford it anyway, they agreed to give themselves most of a year to report on what was most serious, considering proposals that something should be done about it.

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Private enterprise can do better. Another of the sub-committee, Jim Cochrane, told us he hoped "the old mill at Macclesfield would be converted to accommodate the needs of under-65s who could dine at a table for six" and that ultimate authority should remain with the annual meeting. The financial climate rendered it impractical.

The sub-committee did not go quite that far. Instead we were told that the officer of LTA responsible for the sub-committee should be considered for an elected council of under-65s who could dine at a table for six; and that ultimate authority should remain with the annual meeting. The financial climate rendered it impractical.

Claydon Ues, the Eastbourne-based coach, working in harness with Wallace Associates (an advertising agency) to promote golf, will be considered at the end of 1981 and that the sub-committee accepted the need to reduce the size and number of committees. But Mr Ues, chairman of Pinhook, said: "We've got to retain the interest of honorary workers, so there has to be some compromise with strict business efficiency." That may seem to be a non-

squash rackets

## Briars has point to prove

By John Hennedy

The first round of the British women's matchplay championship at Moor Park yesterday produced two substantial surprises with the downfall of both top seeds. Muir Thomson was beaten by Lesley Dewart, a South African amateur, and at the turn of the draw, Jennifer Lee Smith by Amanda Middleton by two and one-half holes.

Lee Smith, from Pinhook, said:

"We've got to retain the interest of honorary workers, so there has to be some compromise with strict business efficiency." That may seem to be a non-

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That too is the objective of the London-based Awad, and judging from his improved fitness after an indifferent last season, he should succeed. Last week he reached the eighth of the world championships in Australia, an event which Briars declined to compete in because of his lack of build-up events. Briars has a likely semi-finalist against John Le Lievre, who has climbed into the top 30, and Awad with Ian Robinson, radar-on to Briars in the British championship.

The young champion is just as concerned about improvement in his form as he prepares for his first domestic show-down with Welshman Will Robinson, at the Northern Club, Manchester, today, even though he is seeded to play a final on Monday against the Egyptian Gamal Arafat, the former British amateur champion, who beat him at Chapel Allerton last month.

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## Intimate realist observation of relationships

**Special Treatment (AA)**

Gate

**Nela—The Story of a Painter (U)**

Academy 3

**The Hunter (AA)**

Plaza

**The Blue Lagoon (AA)**  
Odico, Leicester Sq.

Among a bright new generation of Yugoslav film-makers, Goran Paskaljevic has rather quietly established himself as a major international talent. His first feature film, *The Beach Guard*, in Münster, made some impact at the 1977 Berlin Film Festival. I have not seen his second film, *The Dog Who Loved Trains* (1978), but *Days of Life Go By* was one of the most cheering discoveries at last year's Venice and Vienna festivals. It described with affection and keen perception life in an old people's home, and the efforts of one exceptional inmate to invigorate the drab and enervated lives of the rest.

Paskaljevic's most recent film, *Special Treatment*, further reveals his preoccupation with the relationships of people and institutions, relationships in which he finds metaphors for the broader conflicts of individuals and society. The characters are patients from a psychiatric clinic whose heads specialize in the treatment of alcoholism. The patients earnestly bend themselves to the apparently benevolent authority of this doctor, as he puts them through a variety of treatments: the acting out of personal psychodramas, demanding physical exercises, tantalizing games as they are taken in taverns and breweries, a dispiriting diet of rawed apples.

In the course of an excursion, relationships alter. The upright doctor reveals his hypocrisy: he is a sly drinker and amateur soccer player, and explores his authority, which has become a very dangerous and despotic. While his patients are drunk, and get drunk on illicit hooch and brandy-laced apples. With the grand finale, a performance of the group psychodramas at a brewery—the doctor's empire collapses in tragic farce.

Paskaljevic, now 33, is a deft and subtle film-maker, who clearly learns a lot in his student days at the Prague film school. (His first two years there were spent in the heady days of the Czech cinema before 1968; but the two years after that mass have been in their way instructive too.)

*Special Treatment*, which was shown at the Cannes Festival this year (where it won a prize for Milena Dravic as best supporting actress), is a United States-Yugoslav co-production.

It is a sidelight curious enough to record that the American producer, the Yugoslav-born Dan Tase, is not only actor, producer and proprietor of a popular Yugoslav restaurant, but also chairman of Brentford Football Club and a council member of the Football Association.

*Nela—The Story of a Painter* is a film unlike any other. It is a memorial by a father—the Austrian film-maker Hans Conrad Fischer, known for his film biographies of great musicians—in his gifted daughter Cornelia, ("Nela") who died in her twenty-third year in the summer of 1977.

Nela had already shown gifts as a musician and painter when, at 19, she became ill with a virulent form of leukaemia. For three years she battled against

quickly, comically and precisely through the gamut of lost, replication and disillusion.

"I love alcoholics", Paskaljevic said, this week. The disease is observed with understanding, without blame and with insights of the deeper social and psychological frustrations of which it may be a symptom. Beyond that, though, and the immediate anecdote, there are profound reflections (particularly relevant to our time and the director's place) about the nature of authoritarianism, paternalism and the sort of despotism that can lurk behind professions of enlightened liberalism.

children have changed nationality to American and engage in some rather frank discussion (and rather more) of masturbation, unlikely in an Edwardian novel, the proposition seems questionable.

If the episodic inconsequence of the narrative can be partly explained by these factual origins, they can still hardly justify the inexplicable comingings and goings and generally odd behaviour of most of the supporting characters—who include a black protégé who suddenly turns up as part of Thorsen's menage, a policeman who goes bad and commits suicide without warning or explanation, and a whole gang of unaccountable people who sit around playing cards in Thorsen's house. The cutting of almost twenty minutes since the original American release cannot greatly have enhanced the film's continuity.

McQueen's world-weary and careworn charm just about survives the inexperience and rises to the occasional moments of action excitement. Running gags—like making the actor, with his reputation as a car-racer, into the world's worst driver—wear fairly thin.

H. de Vere Stacpoole's 1903 story *The Blue Lagoon* was originally filmed by Frank Launder in 1950, with the young Jean Simmons and Donald Houston as the English children who are shipwrecked on a desert island, unaided, discover life and parenthood for themselves, and finally sail back to the doubtful prospects of civilization.

The director of the new version, Randal Kleiser, fresh from *Grease*, rather boldly asserts in the publicity that his film reflects Stacpoole's intentions more faithfully. Since (apart from other revisions) the

rewards earned by bringing in bad-jumpers and other mislaid miscreants.

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The polls are swinging against Mr Malcolm Fraser's Liberals in tomorrow's general election

# Why Labour looks so good in Australia

**Canberra**  
Australia seems set for a change of government. Three opinion polls on Wednesday put Labour ahead, two of them by a winning margin. If the Liberal-Country Government does indeed survive tomorrow's general election it will be the greatest upset the polls have yet had here. Australian polls have had an enviable record of accuracy, although compulsory voting does make forecasting much easier than in Britain.

When Mr Malcolm Fraser, the Prime Minister, called this election two months before, he had to, and everyone else thought he was bound to win. His Government might not have been very successful in controlling inflation or curbing unemployment, but he was incomparably the largest figure on the parliamentary scene and the Labour Party could be trusted to muffle his chances. The well-heeled Liberal machine, under its congenial publicist Mr Tony Eggleton, had defied all expectations in 1972, by holding on to the undivided majority gained in 1971 after the sensational dismissal of Mr Gough Whitlam's Labour Government by Sir John Kerr, the Governor-General. It was taken for granted that they would repeat their trick.

Two weeks ago this Liberal strategy suddenly seemed to collapse. Labour crept ahead in



Mr. William Hayden (left), leading a confident Labour challenge in Australia.

the polls, even before the party programmes were unveiled and the campaign got under way. Under pressure, Mr. Fraser began to stumble while Mr. William Hayden, Labour's new leader, showed unexpected strength. The Liberals had calculated that Mr. Hayden would seem small and ridiculous under the shadow of the popular but mercurial Mr. Bob Hawke, who was leaving the leadership of the union movement to enter Parliament.

But Mr. Hawke has behaved impeccably and the Labour troika of Hayden, Hawke, and Mr. Neville Wran, the adroit Premier of New South Wales, has emerged looking convincing in contrast to the unsmiling arrogant Mr. Fraser.

Mr. Hayden's growth during the campaign has astonished the commentators. The Liberals are frustrated, by not having

that great campaign asset of 1975 and 1977, the brilliant-flawed, divisive Gough Whitlam to kick around. Some of the hostility felt for Mr. Whitlam seemed subtly transferred onto the person of that other divisive figure of the 1975 battle, Mr. Fraser. The Liberals have tried belatedly to reduce his prominence in their general competition in economic management, the centre of their appeal.

But they faced difficulties.

Mr. Fraser has so dominated his Government that no charis-

matic figures have developed under his shadow and there was no option of switching to a "team" rather than a "Fraser" appeal. And good economic management is not an easy theme when unemployment is at a postwar record and inflation at 12 per cent.

There may be no reason to suppose that a Labour government would do any better, but the trips down memory lane to the misfortunes of 1972-75 are

far less potent now than three years ago when Mr. Whitlam was still the Labour leader.

To a visitor from Britain, the unity and moderation of the Australian Labour Party has been incredible. Labour is hungry for power and its wild men (not that there are many) have been firmly muzzled. Good staff work has avoided the fiascos that have so often characterized the party's campaigns. The way Labour has consistently won

footed the Liberals is nothing short of astonishing.

The campaign has lacked bite or excitement. Defence and foreign affairs have played almost no part in it. Even the development of mineral resources, the key to the country's future, has been little discussed, except in the fringe of a discussion of oil prices that the Labour Party has seemed to have so successfully underlined, telling the voters that their petrol

Geoffrey Smith

## Permutations in the leadership stakes

The timing of Mr Callaghan's resignation is a deliberate political act. It is giving now, and so giving the parliamentary party the opportunity to elect a successor before a wider electoral college has been established, is responding to the belief among many Labour MPs that they must oppose themselves. It is true that he would have given up the leadership even if the Blairite conference had not voted to extend the franchise in electing the leader beyond the parliamentary party; but the important point is that he has not allowed a conference decision to deter him. His decision is therefore in keeping with the spirit of the remarks by Mr. William Rodgers in Cambridge on Friday: "The time has come to assert the rights, duties and role of the Parliamentary Labour Party without equivocation. This applies both to the choice of a leader and in-

Bur, how far can the PLP go in asserting its independence without splitting the party? When an electoral college is established it will have to choose whether to endorse the leader elected by the PLP or to select someone else. If it elects someone else, the PLP can either submit a superior force or refuse to serve the college's nominee.

It is often suggested that there

would be two party leaders: a leader of Parliament, who would be Prime Minister when the party is in office,

and a leader in the country. This would be along the lines of the German system. But for such an arrangement to operate satisfactorily there must be goodwill. There can be two leaders, where this is agreed to be a prudent division of responsibility. There cannot be two leaders for long within one party if they represent rival centres of power unable to compromise their differences.

There are now three possibilities over the Labour leadership. The electoral college can, in due course, confirm the choice of the PLP. The PLP can accept a different leader elected by the college; or two leaders will before long lead to two parties.

This will be evident if the PLP chooses Mr. Healey but the college insists on Mr. Benn; it is most unlikely that a majority of the PLP would then simply accept Mr. Benn. It is more probable that if Mr. Healey is elected by the PLP he will be endorsed by the college. But the PLP may elect Mr. Healey while the college prefers Mr. Shore; in which case the PLP might acquiesce in the choice of Mr. Shore. But, whatever permutation, the basic proposition remains true: the college and the PLP can come to an accommodation over the leadership, the party will split.

On policy, the position is rather more complicated. In constitutional terms it is clear enough. The annual conference determines official party policy and the National Executive Committee and the Shadow Cabinet

(or Cabinet when the party is in government) together decide what items of official policy shall be included in the manifesto. The parliamentary party is not mandated by the conference; it is committed only by the manifesto.

But one has to take into account political realities as well as the theory. It is widely believed that the leadership has in effect a veto over the manifesto's contents, which carry so much importance as a mark of preserving the Shadow Cabinet's share of responsibility for it—and that a Labour government can pick and choose which parts of the manifesto it will implement. There is truth in both these propositions, but not the whole truth.

At the last election Mr. Callaghan was indeed able to prevent the manifesto offering more than to "abolish the delaying power and legislative veto of the House of Lords", when the conference had voted by a very large majority for abolition. But Mr. Callaghan had the immense authority of being Prime Minister at the time.

It was rather different in February 1974 when Labour was in opposition. The manifesto then included a number of items which reflected the dominance of the left at the conference, particularly in its stand on nationalization, shipbuilding, air crafts, and shipbuilding, public holdings in the pharmaceutical and construction industries, the removal of American Polaris bases from Britain and the withdrawal of the

relief and charitable status from private schools. It is true that none of these proposals was implemented, but the nationalization of aircraft and shipbuilding failed only because Labour was returned to office without a secure parliamentary majority, even after the second election in October that year.

This evidence suggests that when Labour is in opposition the conference can force the leadership to accept a fair amount of unwelcome material in the manifesto, that many of the most distasteful commitments can then be ignored in office, but not all of them. The parliamentary party has a great deal of freedom of manoeuvre, but it is none the less freedom within limits if the bounds of a single party are to hold.

That was the view of Hugh Gaitskell, who is generally regarded as the supreme champion of the rights of the parliamentary party. Before his famous "fight, fight, fight and fight again" speech at Scarborough in 1960, in which he proclaimed the right and duty of MPs to think for themselves, he declared in a speech at Workington the previous year that while the conference does not mandate a government it was right that "we should argue our case and settle ultimately in our conference the great issues of policy". In a BBC interview soon after he acknowledged that if the conference were to pass a resolution

on such an issue, as unilateral disarmament that would bind a future Labour government. After the Scarborough conference did precisely that, he believed it was essential to overturn that decision if he was to remain leader.

Perhaps that might be considered an excessively puncular interpretation of the party constitution. But it is better that living now, on the Labour line that if policy is not, before the next election, will none the less be possible for the new leader to stand that policy on its head in drawing up the manifesto—or, if that fails, to stand the manifesto on its head in running a Labour government. That is no way for a democratic party to conduct its affairs, and I do not believe it will be possible. It always is, in the present condition of the party, I believe there is a limit to how far and for how long the different sectors can move along divergent paths and remain in the same party.

As with the leadership, there are three possibilities. The majority of the PLP may win the battle in the wider party; the resistance of the PLP may weaken as the sense of more and more members are put in jeopardy through mandatory reselection; or there will be a split as the PLP looks for supporters in the country and the party in the country looks for MPs who will represent them.

In these circumstances he has asked me to give some advice to Lord Kirby. If I feel I can't be helpful, Mr. Whittington said. "From the first, it was clear that the merger was only possible if I stepped down. I had no qualms about doing so. It's extremely demanding job which took over the old Beaverbrook empire in 1977 and at Express Newspapers to devote much time to the editorial content of the Evening Standard.

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## AMERICAN POWER IN THE WORLD

resident Carter and Mr Reagan could have usefully debated on America's role in the world during his difficult decade. Instead they have not risen much above unfair insinuations. Mr Carter has tried to suggest that Mr Reagan is insufficiently ready for peace. Mr Reagan has tried to suggest that Mr Carter has been responsible for decline in American power. Neither accusation is justified. Nor does even state the problem in the right terms. But behind these posturings there is the glimmer of a real argument.

Broadly speaking Mr Reagan believes that peace would be more secure if the United States were militarily stronger and more perceived by the rest of the world to be ready to use this strength. He is not wholly against negotiation but he opposed the second round of the Strategic Arms Limitation Talks (Salt II) and believes that he could get agreements more favourable to the United States if the Soviet Union were confronted with the threat of an uncontrolled arms race which the United States would be determined to win—and could win because of its superior wealth and technology.

Mr Carter also believes that the United States must be militarily stronger. After campaigning for lower defence spending he has in fact presided over a steady increase in defence spending, thereby reversing a decline (at constant prices) which lasted from 1970 to 1978. And whereas a Republican Administration abolished compulsory military service he has reintroduced the obligation to register, though not to serve. He unwisely canceled the neutron bomb, but he has since accelerated other programmes, including the formation of a rapid deployment force for action overseas. In these respects he has strengthened rather than weakened America.

### Deep-seated beliefs

On the other hand there is no concealing the fact that his instincts and preferences are different from those of Mr Reagan. He makes no threats of striving for military superiority. He is committed to Salt II and will urge it on the Senate if re-elected. His officials are already pressing ahead with oralini talks in Geneva on Salt III. He is less convinced than Mr Reagan of the value of military strength in promoting American interests abroad or resisting Soviet expansion. Deeply certain of America's moral, political and technological superiority, he prefers these to be the main carriers of American influence.

These differences have caused the two candidates to be contrasted as soldier and preacher. In practical politics the difference would not be that stark. Mr Carter was fairly quick to learn the importance of military power and the limited scope for agreement with the Soviet Union. Mr Reagan would probably soon appreciate the limited uses of military power and difficulties of trying to press the Soviet Union into greater concessions. Nevertheless, there would be a

## UNEMPLOYMENT HERE AND ELSEWHERE

As a nation we are still much given to introspection. As we contemplate the economic policies being pursued by Mrs Thatcher's Government, we tend instinctively to explain or blame all that is happening on domestic influences. At the political level this is particularly true of unemployment. With unemployment now over 2,000,000 and still rising sharply, the Government's critics claim that this is the result of doctrinaire monetarist policies.

For its part the Government claims that the extreme levels of unemployment are the result of inflationary wage settlements, with organized labour pricing itself out of jobs. It is helpful, therefore, sometimes to look beyond these shores, to see whether or not what we are experiencing is part of some more general phenomenon.

It is, of course, notoriously difficult to compare absolute and percentage figures for unemployment in different countries directly. There are important differences in the ways in which the various national authorities collect or estimate unemployment figures. The real social and political impact of my particular percentage of unemployment in the available work force depends on a wide variety of social and economic factors. Total figures

are also limited. There is, in fact, little hope of a new world order, economic, political or military.

There is going to be turbulence, much of it involving states which do not see the world or their own interests in terms of East-West rivalry.

In this turbulence the West is going to have to defend its interests as best it can. Military power will be only one instrument among many, and not always the easiest to use. It might have had short-term success in Africa but probably at great cost in the long term. It could not realistically have been used to stop the Soviet Union invading Afghanistan—that was a result in the first instance of a western failure to declare and sustain a political interest in Afghanistan and in the second of a Soviet failure to sustain its own influence by political means. As for the Gulf, the difficulties of usefully deploying military power there have already become glaringly obvious.

This does not diminish the need to possess military power and to be ready to use it when necessary. The widespread belief that after Vietnam the United States would never find the will to use force outside the Nato area certainly influenced some states less interested in ideology than in which of the superpowers seems militarily in the ascendant. Even in the Gulf, the force is essential if the Soviet Union is to feel it cannot move without risking a confrontation with the West. Elsewhere the same principle applies. President Carter has been a late but welcome convert to this view, and Nato as a whole is gradually putting its defences in better order.

Stepping back a bit, it is no secret that neither American candidate inspires much enthusiasm in Europe. President Carter's aims have been honourable and frequently enlightened but his pursuit of them has been too erratic to inspire confidence. Mr Reagan's aims are equally honourable, and his pursuit of them might be better managed, but his view of the world is often oversimplified and dated. It reflects a yearning on the American right for a time when America's power was undisputed and her ideals unchallenged. This period cannot be recaptured. If it has been lost, as is often alleged, by American weakness, but because the world itself has changed. The Soviet Union has achieved military parity and is now able to deploy military forces around the globe. Other centres of economic, political and military power have arisen with new states that are not willing to fall into line on one side or other of the East-West confrontation. At the same time the United States itself has become militarily and economically vulnerable.

No matter how much she may arm herself, the United States cannot control this world either directly or through regional proxies. Nor could she do so in collaboration with the Soviet Union, because, even if the two powers could agree on the rules, the influence of the Soviet Union will therefore have the difficult task of trying to unite the western alliance behind policies requiring extreme sensitivity as well as military strength. An election campaign does not provide the best conditions for displaying the necessary qualities but this one seems somewhat worse than most.

The next American president will therefore have the difficult task of trying to unite the western alliance behind policies requiring extreme sensitivity as well as military strength.

An election campaign does not provide the best conditions for displaying the necessary qualities but this one seems somewhat worse than most.

With all these qualifications, however, it is still clear that the entire industrial world is experiencing a sharp upward trend in unemployment as government policies have shifted during the 1970s from a prime concern to maintain high levels of economic activity to a prime concern to fight inflation. The rise in unemployment during the decade has been relatively sharpest in some of the countries which started with the lowest absolute figures. Thus, underlying unemployment has increased more than five-fold in West Germany during the decade, though the unemployment rate at 44 per cent still remains far below the British, French, or American level.

Yesterday's news that unemployment in France has risen to over 1,500,000 is a reminder that France, too, is suffering from the effects of similar policies. Of the major industrial countries, Japan and Sweden seem to have avoided sudden and large absolute increases in unemployment. In both countries the rate is not above 3 per cent.

As a result of the entrance examinations, but whose subsequent A grades are only moderate.

There is one measure which would make the Oxbridge entrance system much fairer and that is to offer the most impressive, and I am convinced that the majority genuinely wish to give every opportunity to pupils from comprehensive schools.

2. The problem of extra tuition is

not insoluble. At this school it is offered by Oxbridge and subsequently obtain higher grades and succeed even better than seem to be balanced by the number of pupils who are accepted

teaching have free time during the examination period.

3. The problem of extra tuition is not insoluble. At this school it is offered by Oxbridge and subsequently obtain higher grades and succeed even better than seem to be balanced by the number of pupils who are accepted

Entrances to Oxbridge

From Mr G. C. Stratford  
Sir, During the last three years I have adopted a policy of encouraging the more able pupils in our 11-18 comprehensive school to attempt the Oxbridge fourth term entrance examinations and, as a result of the experience gained, I would offer the following comments:

1. There are undoubtedly cases in which a pupil is rejected by Oxbridge and subsequently obtains higher grades and succeeds even better than seem to be balanced by the number of pupils who are accepted

as a result of the entrance examinations, but whose subsequent A grades are only moderate.

2. The amount of help and advice which admission tutors are prepared to offer is most impressive, and I am convinced that the majority genuinely wish to give every opportunity to pupils from comprehensive schools.

3. The problem of extra tuition is

not insoluble. At this school it is offered by Oxbridge and subsequently obtain higher grades and succeed even better than seem to be balanced by the number of pupils who are accepted

## Crucial gap in anti-inflation strategy

From Professor H. P. Laddell

Sir, The failure of the recent meeting between the Government and the TUC is a tragedy for the nation.

The Government insists that inflation must be curbed, even if this leads to higher unemployment. The trade unions insist that unemployment must be reduced, even if this leads to inflation. If these were the only choices available, the Government's case might seem to be the stronger if, as it claims, employment will eventually recover once inflation is purged from the system.

But there are two weaknesses in this prescription. The first is that, by relying solely on monetary and fiscal measures, the Government's programme seems to offer the prospect of a long period of increasing unemployment and falling output with only a slow decline in the rate of inflation. The second is that at the end of this process when, let us say, unemployment is 12-15 per cent, and inflation is down to a "tolerable" level of 2 per cent, there is in fact no guarantee that, as unemployment begins to decline, inflation will not begin to rise again.

The truth is that, under modern conditions of a large public sector, job security and powerful trade unions, a reasonable combination of unemployment and inflation cannot be achieved by monetary and fiscal policies alone. The crucial additional ingredient is some form of incomes policy. By appealing for single-figure wage increases in the public sector the Government them-

selves have made a major step in this direction.

The search for an effective and acceptable form of incomes policy should be a top priority. Some new ideas exist; but there is at present virtually no public discussion of them, largely because of ideological opposition.

If both the Government and the TUC would relax their positions a little and agree to discuss possible methods of reducing inflation and unemployment, they might consider the following proposals:

1. Impose an immediate 12-month wage and salary freeze, but allow the money supply and cash limits to remain. Naturally, I understand Mr Chapple's lack of sympathy for democratic accountability but he should not be quite so damning of those in the Labour Party who actually believe in the concept.

2. Use the 12-month breather in order to hammer out a combination of monetary, fiscal and incomes policies which would permit the achievement of a reasonable combination of economic objectives in future.

To the sceptics who insist that no such combination of policies can ever be found, I would reply: Even if you are proved right and we return to the end of a year to present policies, we shall have a better combination of inflation and unemployment to start from and a better prospect for the future.

Yours faithfully,

H. P. LYDALL

University of Oxford, Institute of Economics and Statistics,

St Cross Building, Manor Road, Oxford.

## A bridge too low

From Mr Nigel Seymer

Sir, The fact that the British Steel Corporation is now publicly advancing the construction of a Channel bridge (report, October 10) is much to be welcomed. But whereas their subsidiary, Redpath Dorman Long, was previously concerned with monolithic (not very publicly) the concept of a high-level bridge with very long spans (above 2km), BSC has now come out in favour of a road link composed of two lengths of low-level bridge, two artificial islands and a tunnel linking the islands.

Your report makes it clear that this concept is the brainchild of the new chairman, Mr MacGregor; and that his inspiration is the Chesapeake Bay Bridge Tunnel (CBET). Does he not know that, even though the bridge portions of the CBET are clear of the shipping channels, there have been several collisions in which out-of-control ships have damaged the bridge? I have before me a United States Coast Guard report on one of these collisions: up to 1974 this report says, the CBET had been "closed five times as a result of ship/bridge collisions".

It seems axiomatic that, any channel bridge should be of the high-level, long-span variety (eg. the Freeman Fox design). With this type of bridge it would be impossible for any ship to collide with a span; and the piers, which would be about 1km apart, could be protected by *excrus amortisseurs*, of the type already developed by the French firm Saenact (with the protection of oil rigs in mind) so that an out-of-control giant tanker could not hit any of them. The creation of islands, which would be very expensive, would be quite unnecessary; and there is no merit that I can see in having mid-Channel islands (though a mid-Channel facility for marine pilots, constructed like an oil rig, might be worth building).

What a pity that BSC has switched its support from the high-level bridge, which could well be accepted by maritime interests, to a low-level CBET-like structure which will be totally unacceptable to them. And it is not even clever!

Yours faithfully,

NIGEL SEYMER, Bacheaton Court, Taunton, Somerset.

October 12.

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## LETTERS TO THE EDITOR

### Crucial gap in anti-inflation strategy

From Mr Tony Banks

Sir, No doubt Mr Chapple (article, October 14) would consider me one of the "saints" cultes of the polotechnics, although actually it was a university and it was some time ago. As an active Labour Party member for over 16 years I supported the campaign for constitutional changes because through them I believe we will secure that



## COURT CIRCULAR

BUCKINGHAM PALACE October 16: His Excellency Monsieur Leon N'Dong was received in audience by The Princess Anne, Mrs. Mark Phillips and The Princess Margaret, Countess of Snowdon, Counsellors of State, and presented the Letters of credence of His Excellency as Ambassador Extraordinary and Plenipotentiary from the Republic of Gabon to the Court of St James's.

His Excellency was accompanied by the following members of the Embassy who had been present at their Royal Highnesses' reception:

Monsieur J. R. Odzara (Counsellor), Monsieur Justin Bushell (Counsellor) and Monsieur François Bivou (Counsellor).

Madame N'Dong had the honour of being received by Their Royal Highnesses.

Mr Derek Day (Deputy Under-Secretary of State for Foreign and Commonwealth Affairs) who had the honour of being received by The Princess Anne, Mrs. Mark Phillips and the Princess Margaret, Countess of Snowdon, was present and the Gentlemen of the Household in Waiting were present.

Mr. Edward Coleman was received in audience by The Princess Anne, Mrs. Mark Phillips, and The Princess Margaret, Countess of Snowdon, Counsellors of State, and laid his hands upon his appointment as British High Commissioner to the Kingdom of Tonga.

Mrs Coleman had the honour of being received by Their Royal Highnesses.

A memorial service for Brigadier John Shearer was held yesterday in the Guards Chapel, Chelsea Barracks, London, Rev. Mr. Westmuckett officiated. Mr. John Shearer (son) read the lesson and Lieutenant-Colonel Lord Douglas Gordon gave an address. Altogether 120 were present.

Mr. Shearer's daughter-in-law, Mr. John Shearer (daughter), Mr. John Shearer (step-daughter), Mr. and Mrs. Ronald Lewis, Mr. D. M. H. Salmon, Mr. E. Jones, Mr. P. C. Fletcher and Company, Mrs. E. Bushell, Mr. John Liddington, Mr. Alistair Stevenson, Mr. Tom Wilson and Mr. MacAlpine, the Hon. David and

Sir Henry Chisholm, the Earl of Dalhousie, Sir Denis Dobson, QC, Dr. Herbert Howells, SS; Sir Robert Macintosh, SS; Mr. Arthur Miller, SS; Mr. Rodriguez, MBE, Mr. Peter Noble, SS; Sir Malford Stevenson, 78.

BIRTHDAYS TODAY

Sir Henry Chisholm, 80; Sir William Cocker, 84; the Earl of Dalhousie, 85; Sir Denis Dobson, QC, 72; Dr. Herbert Howells, SS; Sir Robert Macintosh, SS; Mr. Arthur Miller, SS; Mr. Rodriguez, MBE, Mr. Peter Noble, SS; Sir Malford Stevenson, 78.

LATEST APPOINTMENTS

Vice-Admiral L. S. Bryson, be Controller of the Navy in March, 1981.

Mr. Alistair Lawton, a Conservative member of Kent County Council, to be chairman of Local Education Authorities.

Lord Mayor of Belfast

The Lord Mayor last night entertained at dinner at the Mansion House the Chancellor of the Exchequer, the Lord Lieutenant and Sheriff of the Bank of England, bankers and merchants of the City of London, members of the Court of Aldermen, the Sheriffs, the Chief Commoner and some members of the Court of Common Pleas, the Lord Mayor, the Lord Mayor, the Chancellor of the Exchequer, the Chairman of the Stock Exchange, the Governor of the Bank of England and the Chairman of Lloyd's.

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Mabel Stewart Loxam, of Cambridge, left estate valued at £90,560 net. She left all her property equally between the Vegetarian Society of the United Kingdom, RSPCA and National Anti-Vivisection Society, requesting bequests to the London Living Fund for Humane Research.

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Science report

Conservation: Shape of reserves

By the staff of Nature

Controversy continues to surround the design of nature reserves. In the latest contribution to the discussion, Dr. M. Game, of the Nature Conservancy Council in London, shows that the shape of a reserve is not such a simple matter as it once seemed.

The debate surrounds a set of rules proposed five years ago by Dr. Diamond, of California University, Los Angeles. He concluded that when an area of land is available for conservation, the maximum number of species will usually be found in a few large reserves rather than in several smaller scattered reserves of equal total area. And, he said, the large reserves should be as round and as close together as possible.

This rule derives from the well-established theory that the number of species of animals and plants living on an island, whether it is a real island surrounded by ocean or a reserve surrounded by agricultural land, depends on the balance between immigration and extinction. The rules were designed to minimize extinction on the assumption that a large circular area would contain sufficient individuals sufficiently close to each other to ensure that they could breed and survive.

Dr. Game's theory is that immigration would be significant in time in any area that stands still on the ground, such as a wood or an encroachment of rocks, and that circular reserves are not the ideal for such areas. However, she thinks her conclusions do not apply to areas such as deserts or tundra, where there is no similar effective barrier.

For example, the wind-carries seeds and insects until it comes as a wooded area. Then the seeds and insects are dispersed into the wood. Dr. Game believes that the seeds provided by the large wood would intercept more seeds and insects than a circular wood could. Birds seem more likely to fly to a longer, more visible shape than to a compact area.

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In Britain, the present controversy is largely theoretical because the areas available for conservation leave little scope for choice as to size and shape. But in regions such as the Amazonian rain forest, where the species-rich tropical forest is scattered over a large area, the design of the land bought for development should be left in its natural state, arguments about size and shape may be influential.

Source: *Nature*, October 6, 1980 (vol. 287, p. 630).

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## FOREIGN REPORT

# The long legal and political struggle over Namibia

ext week a United Nations delegation is due in South Africa for talks on one of Africa's most pressing yet least understood problems—Namibia, otherwise known as South-West Africa.

During the year the United Nations team is hoping to break the impasse which has been holding up final implementation of a United Nations-sponsored Western-inspired settlement plan for the territory contained in Security Council resolution Number 435.

The plan provides for a ceasefire in the bush war between South African forces backed by local indigenous tribesmen on one side and anti-apartheid South African People's Organization (Swapo) on the other. The ceasefire would be followed four seven months later by United Nations supervised elections leading to independence for the territory.

However, the United Nations will also try to establish whether South Africa is really committed to United Nations-supervised elections or is merely dragging out negotiations while planning an entangled handover to power to its favoured political organization, the Democratic Turnhalle Alliance (DTA).

The South Africans say they support the United Nations in principle, but are worried about aspects of its implementation, notably what they perceive to be the pro-Swapo bias in the United Nations. South Africa's opponents in black Africa and at the United Nations believe the story Government will not willingly give up control of Namibia unless forced to do so by an intensified guerrilla war backed by sanctions and other international pressure.

A settlement in Namibia is as important for the long-term stability of southern Africa as was a successful transition of neighbouring Zimbabwe to independence earlier this year. Yet while Zimbabwe (formerly Rhodesia) has dominated the world's headlines for the past years, Namibia receives little public attention.

One reason for this is that a Namibian situation is more complex than the struggle in Zimbabwe between black nationalism and white colonialism. Furthermore, the territory's population of about a million is divided into a confusing array of 11 ethnic groups, ranging from Ovambo to Bushmen, and there is a proliferation of political parties, many of them new. Even the 80,000 white inhabitants are divided into Afrikaans, German and English-speaking groups.

There remain many similarities with Zimbabwe, however, as the territory is rich in mineral notably diamonds and diamonds—and is of considerable strategic importance. The port of Walvis Bay—the status of which is under dispute because of a South African claim—is the port of Cape Province is the largest deep-water port in access to the Southern Atlantic seas between Cape Town and Lüderitz in Angola.

As in Zimbabwe, Namibia has been controlled both politically and economically by a white minority. It was in order to break the power of this white minority, and particularly the white plan to establish an African-style apartheid in the territory, that Swapo began its armed struggle 16 years ago.

The war has already taken over 1,500 lives this year and is becoming steadily bloodier. The escalation of violence is provoked at a similar degree of international involvement.

The war in Zimbabwe, the black "front line" states—Angola, Botswana, Mozambique, Zambia and Zimbabwe—which worked for a settlement in Namibia have been trying to do the same in Namibia fearing that they could be drawn into a regional conflict unless a satisfactory solution is found.

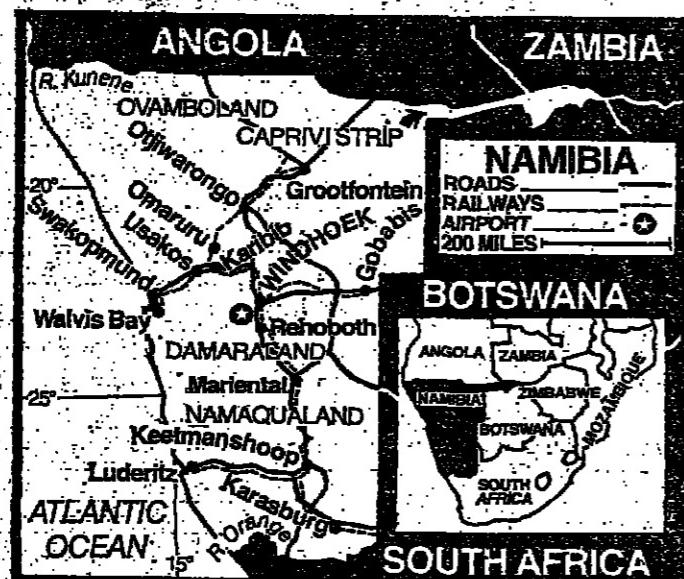
Zimbabwe has subsequently joined the "Front Line" states offering itself as a venue for a conference on Namibia.

Five Western powers known as the "contact group"—Britain, the United States, France, West Germany and Canada—have also been working for a Namibian settlement, fearing that an escalation of the conflict could have very serious consequences for their economic interests not just in Namibia but in all sub-Saharan Africa.

The Russians, too, have supported a settlement through Michael Manley's elected victory in Zimbabwe, and are going to recompense some of these losses by ensuring that Swapo merges as the government of an independent Namibia. Swapo, though not the "communist" organization the Angola Popular Liberation Movement (MPLA), who were Swapo's allies.

South Africa, which by that time was becoming embroiled in a steadily escalating war against Swapo, realized it would have to confer some form of independent status on the territory; but the Government was determined Swapo should not be allowed to take over. So a conference was set up at the old "Turnhalle" in Windhoek involving "moderate" representatives of the territory's main ethnic groups. Swapo was not invited.

During the next two years the Turnhalle conference, aided and abetted by the South Africans, began to formulate ideas for independence based on a "moderate" system of government under the system the first multi-racial government had recently carried out a series of raids against Swapo bases in



### Political parties

**Swapo:** Founded in 1966. Leader Sam Nujoma. Internationally recognized as the only significant Namibian liberation movement and believed to have extensive popular support, particularly among the Ovambo and in urban centres. A nationalistic, rather than a communist organization, enjoying strong communist leanings.

Swapo has suffered two recent splits. First in 1978 when Mr Andreas Shapanga set up his internally-based Swapo-Democratic Party and then in 1980 when Mr Mithake Myyongo reconstituted his Caprivi-based African National Union. Swapo is not based in Namibia although most of its leadership is imprisoned or in exile.

**DTA:** Established in 1977 after the dissolution of the Turnhalle conference. Its leading figure is Mr Dirk Mudge, a white, who is chairman. The DTA is an alliance of Swapo Democrats, National Independence Party, and a host of small ethnic parties.

United Nations, through its council for Namibia, is technically the legal authority for the territory, power lies with the South Africans who have up to 50,000 troops there and who exercise the authority through an administrator-general, Mr Denis Hough.

South Africa's involvement in the territory began in 1920 when under the League of Nations mandate system it was appointed to administer what had until then been part of Germany's African empire. When the league was superseded by the United Nations after the Second World War, the mandate system was modified into trusteeship.

South Africa, however, refused to enter into a trusteeship agreement, arguing that its mandate had expired with the winding up of the league and that South Africa's sovereignty over the territory was unrestricted.

So began a long legal and political tussle between South Africa and the United Nations over Namibia. For the first quarter of a century after the founding of the United Nations, South Africa treated Namibia virtually as a fifth province.

It was ruled from Pretoria, its officials assigned to Windhoek, the capital, and the territory's white inhabitants were given full rights of citizenship.

Working as the "contact group" the Western five managed to persuade South Africa that the Turnhalle would not get off the Namibian hook. The conference was dissolved, the South Africans sent an administrator-general (Mr Justice Marthinus Steyn) to administer the territory directly from Windhoek and the parties that participated in the Turnhalle conference formed themselves into a new multi-racial alliance, the DTA.

And so the stage was set for the present phase of the Namibian saga. The "contact group" produced their own proposals for a settlement that formed the basis for Security Council Resolution 435. For the past three years western representatives have been shuttling between the South Africans, Swapo, the United Nations and the "front line" states, trying to narrow down differences about how the plan could be implemented.

This laborious and unspectacular style of diplomacy has proved quite successful. Differences on the military aspects of the ceasefire have been whittled down to such an extent that there is broad agreement between South Africa and Swapo on the mechanics of a ceasefire—the size of the United Nations peace-keeping force, the number of bases South Africa and Swapo will be able to maintain, the establishment of a demilitarized zone and so forth. Both South Africa and Swapo have also accepted the principles of United Nations-supervised elections.

In December 1978 the DTA convincingly won an election held to choose representatives to sit in the constituent assembly in Windhoek. However neither Swapo nor the mainly internally-based parties such as the Namibia National Front or the Swapo-Democrats took part in those elections, so they cannot be considered to be a true test of popular opinion.

Most observers (including many South Africans) believe Swapo would win a comfortable majority if elections were held now.

In an attempt to bolster support for the DTA executive, powers were granted to it by the DTA-dominated assembly (now Mr Hough) who succeeded Dr Gerrit Viljoen at the beginning of October, has the final say over the territory's constitutional future. The DTA is effectively the territory's government with Mr Dirk Mudge, the DTA chairman, acting as "Prime Minister".

Mr Sam Nujoma, Swapo's leader, has accepted the idea of a conference—but only if the DTA and other internal parties are part of a South African delegation. However, Swapo suggests the conference idea may be a time-wasting delay.

The key question remains: Is South Africa really prepared to allow free elections to be held in which Swapo could well emerge as the winner? The South Africans say they would accept a Swapo victory if democratically achieved. But there are doubts.

Swapo, which has been under considerable "front line" pressure to reach a negotiated settlement, is becoming increasingly impatient. Pressure is once again building up to seek a settlement on the battlefield and not at the conference table.

### Chronology

1884 German colonization of South-West Africa.  
1915 Germans surrender to South Africa.  
1920 Mandate conferred on South Africa by the League of Nations.  
1946 UN trusteeship replaces mandate.  
1947 South Africa refuses mandate.  
1960 Swapo founded.  
1965 Swapo launches armed struggle. UN terminates South African mandate.  
1967 UN Council for Namibia set up.  
1971 International Court of Justice rules South African occupation as illegal.  
1972/73 Abortive talks between UN Secretary-General's special representative and South Africa on independence.  
1973 Mass arrests of Swapo members in Ovamboland. General Assembly recognizes Swapo as "the authentic representative of the Namibian people."  
1974 UN Security Council resolution 365 calls for South African withdrawal from Namibia.  
1975 Turnhalle conference begins.  
1976 UN Security Council resolution calls for UN supervised elections. Mr Martti Ahtisaari appointed UN commissioner for Namibia.  
1977 South Africa returns administration of Walvis Bay to Cape Province. Five Western powers form "contact group". Turnhalle conference dissolved. DTA formed, South African administrator-general appointed to administer territory.  
1978 Aktau: Comprises the rump of the old white National Party and which is strongly opposed to the white Republic Party of Mr Modge in the DTA.  
Namibia National Front: An alliance of five parties dominated by the Herero-based South-West Africa National Union (Swanu).  
DTA: Established in 1977 after the dissolution of the Turnhalle conference. Its leading figure is Mr Dirk Mudge, a white, who is chairman. The DTA is an alliance of Swapo Democrats, National Independence Party, and a host of small ethnic parties.

and defence, but the ethnic "second and third tiers" would have had extensive powers over sectors such as housing, education and health.

The South African concept of ethnic rule would thus have formed the basis of the new constitution and white privileges would have been protected. Elections for "second tier" ethnic governments are to take place next month.

The Turnhalle exercise was denounced by the United Nations. The five Western powers, realising the Turnhalle proposals would never gain international acceptance, began to formulate a plan whereby Namibia could achieve early and peaceful independence.

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# **BELL'S**

## **SCOTCH WHISKY**

# **BELL'S**

# Stock Exchange Prices

## Equities marked lower

ACCOUNT DAYS: Dealings Began, Oct 13. Dealings End, Oct 24. 5 Contango Day, Oct 27. Settlement Day, Nov.

§. Forward bargains are permitted on two previous days

## **United Emirates oil price freeze w**

## Subject:

## Reasoning

THE CHINESE

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10. The following table gives the number of hours worked by each of the 1000 workers.

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1960-61

1960-1961  
1961-1962

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Stock Markets	
FT Ind 490.1 down 5.1	FT Gilts 70.75 down 0.6
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Sterling	
\$2.4175 up 100 points	
Index 77.0 up 0.4	
Dollar	
Index 83.7 up 0.2	
DM 1.2280 up 25 pts	
Gold	
\$673.50 down 45	
Moneys	
3 month sterling 1514.15	
3 month Euro \$ 137.13	
6 month Euro \$ 131.12	

## IN BRIEF

### Threat to CI complex f job cuts o ahead

Blue collar workers yesterday started to halt production at CI's key chemical complex at Wilton on Teeside, if the company forces through compulsory redundancies in its research division. The Associated Scientific, Technical and Managerial staffs (ASTMS) accused ICI of sacking jobs in its overseas units, while making more than 60 redundant in their plants in the United Kingdom. The ASTMS' representative, Mr Clive Jenkins, TMS general secretary, was at a union delegation which urged Mr John Nott, secretary of State for Trade, to take action against cheap United States imports.

### IC pipe orders

The British Steel Corporation won a £5.8m order from BP for a large diameter high performance undersea pipeline to end production from the Sole gas field in the North Sea.

### SO investment

Esso Petroleum is planning to raise its investment in the United Kingdom from around £5m in 1980 to more than £10m over the next couple of years, Mr Archie Farmer, the managing director, said.

### Xaco platform

Xaco is preparing preliminary designs for a floating production platform to develop finds on block 14/20, east Occidental's Claymore field.

### Sheet factory to close

Wallard and Bowser Nuttall, confectionery company, is to close its Doncaster factory if the loss of 125 jobs.

### Steel redundancies

Teesside, the Sheffield-based steel and engineering products up, has made 100 workers redundant and others have been on short-time working.

### Birmingham slump

The Association of British Chambers of Commerce has told Prime Minister only one-third of the companies in Birmingham were operating at more than 80 per cent capacity. Over half were cutting their workforce.

### In turbine order

IEC Gas Turbines has received a £9m order from the North Sea to supply gas turbine sets for the Beryl oil production platform in the North Sea.

### are mineral find

A small Australian mining company has located what may be the world's largest deposit of tantalum, a mineral that is the rare strategic metal market.

Report, page 20.

### All Street lower

The Dow Jones Industrial average closed 12.74 points down to 958.70. The £SDR fell 1.3350. The £ was 1.5247.

### PRICE CHANGES

Item	From	To
Norton Simon	35p to 735p	
Standard & Chartered	12p to 635p	
Weeks Petrol	25p to 415p	
Wholesale Pit	20p to 920p	

Bank	Bank
Barclays	2.02
British Sch	32.30
British Fr	72.00
midia	1.75
Swart Kr	13.90
Land Mck	9.15
rice Fr	10.47
many DM	4.55
es Fr	107.00
Globe S	11.25
Bank Fr	1.16
Lir	2175.00
in Ya	533.00
erlands Gid	4.92

### THE POUND

Bank	Bank
Norway Kr	12.10
Portugal Esc	123.00
South Africa R	1.91
Spain Pta	181.50
Sweden Kr	10.38
Switzerland Fr	4.11
USA \$	2.46
Yugoslavia Dr	76.00

Rates for small denomination bank notes only, accepted yesterday by Barclays Bank, Investec, National Westminster, Midland, Lloyds, and other foreign currency businesses.

## United Arab Emirates breaks oil pricing freeze with \$2 rise

By Nicholas Hirst,  
Energy Correspondent

The United Arab Emirates yesterday raised its oil prices by \$2 a barrel, backdated to August 1, breaking the agreement from five oil-rich states of the year agreed by members of the Organization of Petroleum Exporting Countries in Vienna a month ago.

Its main crude, from the Maran field, now costs \$33.56 a barrel. Oil company analysts and executives within the International Energy Agency see the increase as a "modestly important move at a time when the West has lost nearly four million barrels of oil a day as the result of the war between Iran and Iraq".

With oil stocks sufficient worldwide to last more than 100 days, there could be strong resistance to any move by any other country to follow the UAE in raising prices, but there is no doubt that a new uncertainty has been created.

The main worry over the loss of the supplies from Iran and Iraq has been that panic buying would lead to a surge in prices as well as stockpiling.

The UAE, led by Shaikh Mana Said Al-Otaiba, its moderate oil minister, had become out of line with the majority because it had stuck by Saudi Arabia in Algiers when neither put its oil production up. So far there has been little reaction to the war on the spot market, which traditionally leads prices upwards, but the danger of producers indulging in another round of rises has increased.

The UAE, which has been producing around 1.7 million barrels a day, says the increase is to bring its prices into line with those of Saudi Arabia, which increased its prices in September, also backdated to August 1, by \$2 in \$30 a barrel.

But on grounds of quality, the UAE's price was already at an adequate differential to the Saudi Arabian price before its latest increase. The rise effectively aligns the UAE crude with the prices of most of the Opec members, who have been using a notional \$32 a barrel as a benchmark on which to calculate the value of their own



Shaikh Mana Said Al-Otaiba, moderate minister.

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## US demand for freer trade with Japan

Mr William Miller, United States Treasury Secretary, asked the Japanese Government to reduce trade barriers which are keeping American products out of Japan, in return for continued resistance to protectionist pressures within the United States.

In New York, Mr Miller said the United States would continue to resist pressures to bar Japanese imports, but that Japan had to make its economy more open to American products.

Specifically, he said United States firms should be given greater opportunity to provide communications equipment to Nippon Telephone Telegraph.

### Dearer petrol

French prices for petrol, diesel and heating oils are going up from today. Premium petrol will cost 3.51 francs (35p) per litre, up from 3.45 francs; diesel oil 2.49 francs, up from 2.43 francs; and heating oil 1.885 francs, up from 1.065 francs.

### Rates unchanged

The West German discount and Lombard rates remain unchanged though the federal bank is to provide as much as DM9,000m (about £2,080m) extra liquidity to banks and credit institutions.

### Shell contract

Shell Oil is likely to award a 70,000m yen (£14.4m) order to a group of Japanese and Dutch companies to modernize its oil refinery at Whangarei, New Zealand.

### Fiat defiance

Workers at the Fiat car company's main factories in Turin rejected union-backed plans to end the five-week dispute that has almost brought production to a standstill. The plan involves some 23,000 layoffs.

### US television record

The United States produced a record 2.7 million colour television sets in the second quarter of 1980, but 29.5 per cent were made from foreign parts.

### French car market

Foreign cars took 22 per cent of the French car market in the first eight months of 1980 compared with 21.8 per cent in the same 1979 period.

## Wiggins Teape starts £36m investment

By Edward Townsend

Wiggins Teape, the BAT Industries papermaking subsidiary, yesterday began a new paper coating operation at its Elly mill near Cardiff, the first part of £36m investment programme.

The development, described as among the most advanced in Europe, will increase the company's capacity to produce carbonless copying paper in Britain from 40,000 to 70,000 tonnes a year. There is further scope to raise production to 100,000 tonnes a year.

More than £26m of the investment will be at the Elly mill. The balance will be spent on updating and modifying machinery at the company's Treforest factory, which is also near Cardiff, and at its Dartford mill in Kent.

Wiggins Teape's expansion has been welcomed by the United Kingdom paper and board industry, which has been suffering from big cutbacks in the past year. Papermakers have failed to persuade the Government to grant concessions, particularly in the area of

fringe benefits prove an increasingly important factor

## Managers still lag in wage rises

Despite freedom from income controls, salaries of managers are not rising as swiftly as average earnings and they are only marginally ahead of inflation. A survey by Inbucor management consultants yesterday shows that the average salaries of managers rose by 19 per cent during the year ending in July. This compares with the 21.6 per cent rise in earnings in weekly wage packets according to latest government figures.

The survey shows that the average gross salary of managers rose from £10,887 to £12,677, a rise of 18.6 per cent. Net salaries went up from an average of £8,490 to £9,933 after tax, a rise of just over 17 per cent. During the same period the retail price index increased by 16.9 per cent.

Fringe benefits, however, are an increasingly important component of managers' remuneration. The survey shows that 72 per cent now have a company car compared with 69 per cent a year ago, and 58 per cent enjoy free private medical insurance compared with 50.6 per cent in 1979.

Company secretaries, financial marketing, training and personnel research and data processing executives' salaries

increased by more than the average during the year. Those of managing directors, general managers, export salesmen and work study executives were among the categories whose salaries went up by less than the average.

The survey, the nineteenth of an annual series, also shows that the age of the typical United Kingdom executive has increased slightly over the year from 44 to 45 and he is likely to have been doing his present job for 5.0 years (compared with 4.9 years in 1979).

Apart from managing directors, company secretaries are the highest paid and a high proportion (28 out of 196) also have seats on the board. Heads of work study have the lowest average salary of any of the jobs surveyed and none of the sample of 141 work study heads is a director.

Other executives close to the bottom of the salary league table are those dealing with training, whose average salary was £9,533, and again none of those surveyed was a director.

Chief engineers are also at the low end of the salary table with an average of £10,483. Only 30 out of 397 were directors and 56 per cent had company cars.

Sales executives are more likely to get a seat on the board. Out of 397 surveyed, 329 or 80 per cent were directors from the group responsible for sales.

Contrary to accepted belief, data processing executives do not necessarily receive particularly high salaries. A separate section in the survey dealing with data processing staff shows that even DP heads (with titles such as data-processing manager, head of computer services or computer manager) shows average salaries of only £11,794 less than managers in general.

As is to be expected in a comparatively new profession, DP managers are likely to be younger than their colleagues in other areas and to have spent significantly less time with the same company. The survey shows the average age of DP heads as 41 and the average company service as 9 to 7 years.

The survey covers 669 companies and 3,200 individual executives. It is published by Inbucor Management Consultants, London SW7 1RN, £80 per copy.

Patricia Tisdall

## Restrictions on metal can makers relaxed as competition increases

By Derek Harris

Three companies are being released from undertakings given after a Monopolies Commission investigation in 1970 because competition in metal can manufacturing has increased.

The decision means Metal Box, dominant supplier of cans in Britain, together with Read's, Crown Cork, also American based, can enter into agreements of more than two years.

But Metal Box will remain bound by a number of other undertakings, one of which now bars the granting of special discounts to customers which agreed to take the whole, or a specified proportion, of their can and aerosol needs from Metal Box.

Companies, National Can Corporation and Continental Can, had opened up competition in this area of the container industry.

As a result Metal Box's share of the metal containers market under investigation had fallen considerably, Mr Harris found.

The Commission estimated Metal Box's share of the whole metal containers market, including aerosols, at 77 per cent at the time of its inquiry. But it did not find the monopoly situation in itself an offence against the public interest, because Metal Box was forced on the whole to act fairly and efficiently to maintain market share.

The company has undertaken to provide some additional information to Mr Harris so he can assess the effect of the changes made in the undertakings.

Mr Harris found in a review of the market that the entry of two United States based com-

panies, National Can Corporation and Continental Can, had opened up competition in this area of the container industry. As a result Metal Box's share of the metal containers market under investigation had fallen considerably, Mr Harris found.

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Thomas Cook Holidays is increasing capacity by 25 per cent next summer, with a wider range of United States trips. And Intasun, one of the top three package tour operators, while increasing capacity by 20 per cent, is pegging price increases to an average 5 per cent.

Batle has been joined among the operators to secure a bigger slice of next year's market after this year's 10 per cent expansion. One of Intasun's special offers is for a one-week Miami Beach holiday at £149, £30 cheaper than last year.

Mr Vogl might have reported that all imports are properly valued at Customs, and that Canadian manufacturers can price up to the tariff. Most of the evidence suggests that neither of these assumptions is valid. Moreover, in Canada there is the constant discipline of vigorous retail price competition.

Trade policy in a small regionalized country very dependent on exports is a difficult issue; it needs to be simplified, not over-simplified.

Yours truly,

R. DE C. GREY  
(Ambassador for Canada for the "Tokyo Round" and Special Adviser, Government of Ontario)

Quarrie House,  
Charles II Street,  
London SW1Y 4QS.

## Foreign gas prices cheaper than UK

By Nicholas Hirst

Energy Correspondent

New and renewed gas contracts signed by large industrial customers in the United Kingdom continue to be at higher prices than those agreed by its competitors abroad, according to a new survey.

But the rate of increase of British gas prices has been outstripped by a number of its competitors over the past 12 months.

National Utility Service, a group which analyses and advises on industry's energy costs, monitoring contracts at 500 sites in eight countries, has shown that on contracts signed since September 1 British Gas industry paid an average price for its gas which was 16 per cent more than that paid

in Germany, 47 per cent more than in France and twice the level in the United States.

But during 1979/80 gas prices rose by an average 22.6 per cent, while prices in West Germany rose by 38.3 per cent and those in France by 36 per cent.

The survey analyses gas prices in five different categories. Only in one—gas for heating on contracts for 100,000 therms a year—is the United Kingdom beaten into second place. In other categories consumers in the United Kingdom are signing contracts at substantially higher prices than those charged in competitor countries.

The average price of industrial gas in the United Kingdom according to the NUS survey was 23.9p a therm, while in the United States the average was only 13.1p a therm.

The survey adds to the claims made by industry, and chemical manufacturers in particular, that British Gas prices are giving competitors abroad an unfair advantage in the cost of producing products.

A committee of the Confederation of British Industry is preparing new information on energy costs to try to get at the true picture. The Government and British Gas have pointed out that comparative costs between countries are difficult to make.

Intasun carried 375,000 passengers at a "highly profitable" load factor of 93 per cent, according to Mr Harry Goodman, Intasun's chairman.

Its pioneering of Miami Beach holidays appears to have paid off, the 100,000 or so holidaymakers carried showing a satisfaction rate of 80 per cent. Florida's heat and humidity in high summer turned out not to be a problem.

## More foreign package holidays on offer

By Our Commercial Editor

Two more companies have announced extra foreign package holidays next summer, indicating that next year at least 500,000 extra holidays will be offered, a 16 per cent capacity increase, despite the fact that the market is expected to

remain flat.

Thomas Cook Holidays is increasing capacity by 25 per cent next summer, with a wider range of United States trips. And Intasun, one of the top three package tour operators, while increasing capacity by 20 per cent, is pegging price increases to an average 5 per cent.

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## LETTERS TO THE EDITOR

### 'Unfair' Yarrow compensation

From Mr I. A. D. Mann

Sir, I refer to the report that Yarrow and Company Limited has decided to accept the Government's final offer of £6,000,000 for its former naval shipbuilding subsidiary which was nationalized in 1973.

As finance director of the Yarrow Group, I have been involved in the debate over the compensation formula since the Bill was first introduced in 1974. Our efforts to convince the previous Government that the compensation basis was unfair and illogical were unsuccessful, as have been our attempts to persuade the present Government to amend the formula, if necessary by further legislation.

The Government has itself agreed that the compensation terms are "grossly unfair" to some of the companies concerned, and its statement of reasons for being unwilling to amend the formula has been described as "invidious" by the chairman of the Stock Exchange.

My purpose in writing this letter is to draw to your attention a number of points which have been overlooked.

1. Has any company been acquired at a price based on the company's value four years earlier, with no account taken of the profitability of the company in the intervening years?

2. Has any takeover bid for a public company been made entirely based on the quoted share price before the bid was made? Is this a premium for one right, ownership and control?

3. Has any privately-owned company been valued as the

national price at which shares could have been sold if the company had been listed?

4. Has any acquisition price in which the price was paid seven years later, the capitalization period and transfer of effect of inflation not intervening years?

5. Every one of these points is embodied in the compensation formula. I wonder that the term "unfair" is described as gross or that the companies are considering an appeal to the European Court?

The Government should re-examine its decision and should once amending legislation correct this injustice.

J. A. D. MANN,  
Group Finance Director,  
Yarrow and Company  
Charing Cross Tower,  
Glasgow G2 4UN.

## Inadequacies in marketing

From Mr Rodney de Charney Grey

Sir, The comments on the nationalization of the Canadian timber industry by the government of Mr Frank Vogl (October 9) are fair enough and useful, although it took me several readings to understand what he was not writing about all contracts, only about provincial preferences in government contracts.

As far as I can see, the main point of what such tariffs cost consumers, Mr Vogl might have reported that some say the estimates are grossly exaggerated. The analytical work on which such rough calculations were based was done many years ago. It was done on the assumption that all imports are properly valued at Customs, and that Canadian manufacturers can price up to the tariff. Most of the evidence suggests that neither of these assumptions is valid. Moreover, in Canada there is the constant discipline of vigorous retail price competition.

However, your reporter goes on to volunteer some information on other aspects of trade policy in Canada. He reports that the Federal Government has supported national protectionist trade policies that have benefited central Canadian industry, while raising general living costs. Some politicians believe that in British Columbia protectionism costs each resident more than 1,000 Canadian dollars (£350) per year.

Mr Vogl might well have pointed out that Canada is embarked on a substantial programme of tariff reductions, consequent on the Tokyo Round agreements, and that when the reductions are implemented, in six or seven years time, many of the more protective Canadian tariffs will have been significantly cut down. Central Canadian manufacturers will not have a great deal of tariff protection left.

I have also been in touch with all the manufacturers in this. There is one model, but we have rejected because of its dimmed appearance. The response from the manufacturers was that there was a demand for such a firm, the fact that one already selling well, they had rights over people.

Why are manufacturers slow to respond? Is it mainly blind faith in the only existing market that they feel they can direct request? Or, more likely, are their communication so poor that there is no feedback person who hears the and the one who makes marketing decision?

Yours faithfully,  
ANTHONY S. BREZZE  
36 Alnwick Hill Gardens  
Edinburgh EH16 6NF  
October 10.

## Marks & Spencer

The unaudited results of the Group for the first half of the financial year ending 31st March 1981 are announced as follows:

|  | 26 Weeks Ended 27th Sept. 1980 | 29th Sept. 1979 | Year Ended 31st Mar. 1980 |
</
| --- | --- | --- | --- |

BY THE FINANCIAL EDITOR

## Explanations at the Mansion House

Surprisingly, both the Chancellor and the Governor of the Bank of England stayed last month's Treasury Economic Conference at the Mansion House last night. The money may have bitten this summer but there were reasonable explanations: the second half of the financial year will be much better, with significant lower public sector borrowing and a moderation in private sector loan demand. But just as the treasury record proved rather less than a hit when first played to the latest version, even with more tough words on the public sector and some still more optimistic figures on inflation, may not quite setidence slightly.

Certainly, there are a number of encouraging signs of improvement, both on the monetary front and in the real economy. The key, as far as financial markets are concerned, is just how the Government's tough words on the public sector are to be put into action. Market consensus is that the present policies PSER will overshoot in year and the even further off-target in terms of the medium-term financial strategy. Until the government demonstrates more clearly how it sees the situation, it will be up to us to do about it ourselves. I continue to look at the prospects significantly lower interest rates with more in a little caution.

As for the future of monetary control techniques, last night's speeches made it clear that the Chancellor sees rather little need for change than the Government appears to. But as Mr Richardson pointed out, at the end of the day, more rigid monetary control must mean that temporary recessions and distortions would more likely pass on to the real economy.

**arks & Spencer**  
**strategic**  
**SPONSE**

A superficial response would be that "if Marks & Spencer is reporting lower profits, the situation must be desperate". It is true, for the first time since the early 1950s, that its published a set of interim figures showing a decline in profit—11 per cent in 1979—and last year has cut the price of its £69m in the six months to September, although that reflects an advanced award cost of £3.75m.

But the situation is not yet desperate. In High Street, though it is very bad for us, nor is the background to Marks' set as simple as it appears. Its sales figures, a gain of just over 10 per cent on 5m in the period, with really quite strong gains in some areas such as British sales and European operations suggest what has happened.

Margins have been shrunk to some extent deliberately to maintain, and if possible, improve market share. This, following last year's policy of price-cutting to maintain the position, has been achieved by strategic utilization of the close relationship Marks has with its suppliers, most of them British since it still sells 90 per cent British through its stores outside Canada.

The outcome is that the United Kingdom prices on textile goods have risen by 2 per cent during the last 12 months, on foods by 8 per cent. Collaboration between Marks and its suppliers has increased efficiency and cut costs.

Consequently, as the stock market seemed to recognize, Marks is continuing to strengthen its trading position, and the benefits are already beginning to show. Demand in August and September picked up, and trend indicates that the profit outcome for the year will be satisfactory.

There is enough optimism here to calm fears and the view that Marks is using recession to prepare the basis for another substantial advance makes the 15 per cent yield, up to 10% against the market today, yielding 4% as attractive, they have been for perhaps three years.

benhams

**looking for a  
partner to turn**

Meanwhile, looks as though it's off its peripheral businesses and turned to its department stores roots in nick of time since with such a wretched period in the 28 weeks to the middle

of August, these losses would have pushed the group into the red. As it is, there is still no glimmer in the results to suggest that the newlook group is even in sight of the corner to turn.

What the latest figures do underline is that Debenhams has had to abandon last year's hopes of rebuilding margins. Instead it has been forced to accept a further squeeze on gross margin—though the setting up of Welbeck Finance to take the strain of credit sales off the balance sheet has helped net margins to hold onto volume otherwise the low stock turn that has been such a persistent problem would have pushed up financing charges even more.

That has been enough to move those trading profits from the continuing business to only £3.82m despite the sales gain of a tenth and, rather more in volume terms, because of price-cutting this year. The threefold jump in interest charges to £2.3m on-shore business left, though well down on overall financing charges for the whole business last year has cut the profit

margin to 2.5%.

The third Martens government of Christian Socialist and Liberal Parties partially resolved the constitutional issue of turning Belgium into a federal state before falling at the beginning of last week over proposals to reform the finances of the country's social security system.

The nature of its demise could strengthen the resolve of Mr Martens's fourth government. The new slimmed-down four-party coalition of the Flemish and French-speaking Christian Democrats and Socialist Parties must now act after years of legislative neglect in which government action over the state of the economy has invariably been sacrificed to budgeting and committee work, over Belgian's divisive language issue.

While the politicians have argued, the Belgian economy has been going rapidly down hill.

The country has the highest rate of unemployment in the European Community at around 10 per cent of the working population. Since the oil crisis of 1974, public spending has run ahead of revenues so that Belgium now has the highest level of state indebtedness per head of population of any Western industrial country and the public sec-

Brussels. When Mr Wilfried Martens emerged in the early hours of yesterday morning to announce that he had reached agreement on the establishment of a new Belgian coalition government, he expressed the hope that it might last until 1983.

A prime minister in any other Western country entertaining such limited ambitions might be accused of being unnecessarily timid. But in Mr Martens's case, it was more a declaration that he intends to stay the course and an indirect confirmation that his government will finally get its grip with Belgium's economic problems.

For although the new government

will be the fourth that the Flemish Christian Democrat has headed since he first moved into the Belgian prime minister's office in April last year, it will be the first that has been able to add itself primarily to economic affairs.

The proposals of Mr Martens (left) include a crackdown on unemployment benefit abuse, greater efforts to combat tax evasion, and setting zero growth rates in government spending areas which do not have priority status.

the workers's wage increase and depositing this in a special "solidarity fund" which the employer would then have to contribute the same amount. The other would ensure that any company paying more than the average in the index is penalized by the withdrawal of subsidies and tax advantages.

The "carrot" part of the Martens's proposals includes assistance to the construction industry in the form of a reduction in the value added tax on flat and house building from 16 per cent to 6 per cent for contracts to a value of 400,000 francs (£5,700), and making some 3,000 francs available to small and medium enterprises to ease their cost burdens and stimulate employ-

ment. His proposals on the economy will include a crackdown on abuses of the unemployment benefit system, greater efforts to combat tax evasion, and the setting of zero growth rates in areas of government spending that are neither indexed nor have special priority status.

The government is also committed to reforming the finance of the social security system, as expected to bring a deficit of 34,000m francs next year, but is leaving the details to be worked out with "the principal social partners."

Overall, the government wants to reduce the public sector borrowing requirement as a percentage of gross national product by 1 per cent a year.

Now that the coalition has been formed, both sides of industry and in particular the Belgian trade union movement, are likely to prove the biggest problem for Mr Martens's economic plans. The FGTE, the Socialist wing of the Belgian trade union movement, has already voiced its outright opposition to compulsory pay restraint.

At the other end of the political spectrum, the self-employed entrepreneurs, who can be expected to bear a heavy burden of the final social services reform package, were out in force in Brussels three days ago in a demonstration that at times began to look uncomfortably like a riot.



Mr Robert Thorntree, chairman of Debenhams

figure from £4.73m to £1.29m and there is now a current cash loss of £2.63m. Worse still for a group that has to keep a weather eye on liquidity, the rise in the tax charge because of ACE payments and the absence of last year's exceptional credits has sliced attributable profits from £3.76m to nothing.

On a slightly brighter note costs are being contained in line with the growth of sales with staff cuts offsetting last April's 14 per cent wage award. But the market, having been tested so often in the past, is unlikely to be impressed with the brave face Debenhams is now putting on. Volume has apparently been picking up over the last couple of months but margins are still under pressure.

The balance sheet should be looking better at the year end with surplus property sales helping to reduce borrowings. Pre-tax profits should emerge at £1.15m but with the autocar dividend the 11.1 per cent yield at 80 per cent is the main support factor, particularly as bid rumours are likely to die down while the retail trade is under such pressure.

Dealers in BL shares report a steady stream of buyers, and the shares are marking firmly at 25p after rising quickly from this year's low of 16p. There are around 88,000 shareholders owning one per cent of the equity (with the NED holding the rest) following the 1975 scheme of arrangement.

Lucky holders who chose to stay with the group rather than be paid off privately did so, hope, now seem to be empty, that BL would either quickly regain profits and dividends or go into liquidation.

After all, Rolls-Royce did, and owners of shares certificates eventually clung to them 600 or so of capital requirements. What BL has to offer is not dividends or even profits—it lost £155m in the first half of this year, wants yet more Government money and is sacking more workers—but perhaps BL has done its bit to damage the car market by offering £500 of new cars to patriotic customers. People buying new BL cars can get what ever they can negotiate with dealers, plus £500—and on top of this another £100 if they are shareholders. This perk is called "Shardis" (Shareholder discount).

So the shares could well hold up. From next May anyone on the register for more than six months of 1,000 plus shares will continue to get the discount.

## Business Diary: East, West, trade's best

• Bridgehead

### Technology

## Fresh interest in the electric car

The electric car—for long something of a technological oddity—is attracting increased commercial interest.

In Japan, America and most European countries, electricity suppliers, tire manufacturers, car producers, battery experts, motor designers and copper mining companies are directing their attention to the development of the new technology.

This is a departure from the early days, when such research was funded and encouraged largely at government level.

In the United Kingdom there are about 45,000 electric road vehicles and 130,000 industrial trucks in regular use. Lucas, which has spearheaded the British battery research along with Chloride, announced earlier this week that royalty, in the form of Prince Philip, will soon be seen behind the wheel of a seven-seater electric limousine. Though in truth it looks more like a van than the description suggests.

Even in the royal limousine,

the 216-volt lightweight battery, housed in its own detachable

vehicle with a speed of 60 miles an hour.

The drawbacks of electric vehicles are obvious. The main technical constraint is still one which has tested the ingenuity of the technicians for decades—how to produce a lightweight battery capable of powering a car over a long distance without the need for frequent recharging.

Even in the royal limousine,

the 216-volt lightweight battery,

60 cells to drive a 40kW DC motor.

The economics of the electric car may in the end be dictated by competition. By 1984 General Motors is hoping to produce an electric car for sale and the Japanese plan to produce 200,000 of their own cars by 1985. But its success may depend more on the supply distribution, and cost of electricity.

In a report last month, the Lords Select Committee on Science and Technology recommended that the Government should continue to provide financial support. In the decade to 1983, the Government will have provided £5.4m for such research. The report cast doubt on the economic potential of the purely electric powered car but called for more government

budget for research of £2m over the next five years.

In Britain the electric vehicle research programme gained a new impetus as it did in most Western countries, in the late sixties for a variety of reasons, mainly because of fears of reducing energy supplies and concern about toxic exhaust fumes in certain working environments.

In a report last month, the Lords Select Committee on Science and Technology recommended that the Government should continue to provide financial support. In the decade to 1983, the Government will have provided £5.4m for such research. The report cast doubt on the economic potential of the purely electric powered car but called for more government

Hybrids have had great success in United States

funds to pay for the testing of

Hybrids have had considerable success in the United States. The Briggs and Stratton Corporation of Milwaukee has developed a family saloon car which can be driven by its electric motor or an 18hp engine or both. The driver can influence the electric current recharging the battery. This minimizes wear and damage to the battery cells.

A corollary of this technique will be a microprocessor in the car itself, controlling its entire functions, and not unlike those developed for the petrol engine.

Computer control has been adopted by the Japanese company Daihatsu, which says that it has three models which can be recharged in just over 30 minutes because of a computer-controlled charging system.

It plans to launch a car in March capable of a 90-mile range at a top speed of 70 miles an hour, a recharge time of half an hour and an expected battery life of more than 1,000 thousand recharging cycles.

For the Japanese the research is the result of a decade of encouragement by the Japan Industrial Technology Association, the Japan Electric Vehicle Association and the Electric Vehicle Engineering Research Association which was established in 1978 and has a

General Electric (United States) and the United States Department of Energy are to produce two hybrid designed cars with Volkswagen designing and building the engine and Daihatsu acting as consultants.

Another crucial factor could be the availability of copper.

The United States, Japan and Western Europe use about 3.5 million tonnes of copper a year in electrical and electronic components—half their total consumption.

Some American prototypes have used 150 lb worth of copper per vehicle and though there is the prospect of more commercial opportunities for copper mining companies this may put a strain on resources.

Bill Johnstone

Business not quite as usual now somewhere in Europe en route from London to Iraq

with oil industry spares.

On the train from Stephenson told me, British, German and Austrian drivers take "East European" trucks and British trucks from London to Vienna. These East European drivers talk over for the final leg through Turkey to Tehran.

On the Iraq run, there is less trouble, since Baghdad will not be where London will not. British drivers, like the one in my picture, do the whole 11 or 12-day run from London to Baghdad or Kirkuk.

The war has left Iran and Iraq will not do any better. This puts extra pressure on Turkey, Syria and Jordan and opens up new opportunities for overland traffic.

Davies Turner has offices in Istanbul, Ankara, at the time.

I have often thought that academic and real-life managers did not have much in common and now I know I am right. Recently, the Manchester Business School organized a reunion and held it in the Champagne and truffles region. The publishers IPC are planning a meeting in January at a chateau near Paris.

Among the guests at the bankers' dinner of Sir Peter Gadsden, the Lord Mayor of London, last night was Arizonan banker John Driggs—and thereby hangs a tale.

Driggs was at the dinner, and at the annual Quirinale ceremony in Fleet Street on the day, as the representative of the Governor of Arizona, Bruce Babbitt.

The link between Arizona and the City, many people will remember it only dimly, is that 10 years ago the predecessor of the present London Bridge was dismantled and sold in a £1.25m deal to McMillan Oil Corporation for reerection on a McCulloch housing development at Lake Havasu in Arizona.

In fact, the City of London is, at one remove, the owner of a piece of the state as the form of the City of London (Arizona) Corporation. In essence, this company administers a piece of land at the foot of the bridge given to the City by the oil company. On it the corporation subsequently built a large shopping centre and an Old English pub, the City of London Arms.

Foreigners cannot own property in Arizona, by courtesy of anti-trust laws, during the railway boom, Stanley Heather, the City's controller, tells me. A deal was therefore worked out whereby a property company, the Arizonan company, leased back the development to McCulloch.

Davies was mayor of the state capitol Phoenix at the time.

Ross Davies

## M. P. KENT LIMITED

### Property and Housing Development

Year Ended 30th June:	1980	1979
Sales	£17,977	£18,561
Profit before Taxation	£3,046	£1,852
Taxation	£1	£7
Profit after Taxation	£3,045	£1,845
Cost of Dividends	£408	£393
Earnings per Share:	14.0p	8.6p

\* Profits advanced 64% to new record of £3,046,056.

\* Final Dividend increased 40% to 1.4p per ordinary share after allowing for the Bonus Issue during the year.

\* Shareholders' funds increased by £2.6M to £11.7M.

\* Indications are, with the benefit of funds and profits from property sales in the current year of £11.1M and a reasonable contribution from our housing developments, that a further advancement should be made in the current financial year.

M. P. Kent, Chairman  
Northcliffe House, Colston Avenue, Bristol. Tel. (0272) 214971

## FINANCIAL NEWS

## Stock markets

**Only special sectors make headway**

After three days of upward movements, investors were reluctant to chase prices any higher yesterday and the market drifted steadily throughout the day.

A lukewarm reception to the previous day's trade figures set the pattern, as jobbers marked prices lower, but encountered small selective buying. Prices, after course, but investors proved reluctant to follow, and by mid-morning any signs of a rally had petered out.

Nevertheless, selective buying was still reported in several specialist sectors including oils, Australian shares and stores. The latter followed a hectic day on the results front with lower interim profits from both Marks & Spencer and Debenhams. But dealers were able to report little selling pressure and some even saw signs of a small rally after hours. But in the event, the FT Index closed at its low point for the day down 5.1 at 480.1.

Gilt too, suffered a reaction as reports of indigestion followed the sell-out of the "tap" earlier in the week, and a general shortage of cash filtered through.

In addition, the market was subdued by reports that the new "tap" Exchequer 113 per cent 1986, which begins dealings today, had received a cool reception.

Sir Geoffrey Howe's speech to the City at the Mansion House last night was another

reason for the quieter tone, but the decision to leave MLR unchanged at 16 per cent had been generally expected.

So with small but persistent selling throughout the day, prices in longs fell between £1 to £1 while at the shorter end losses ranged from £1 to £1.

**European Ferries** showed further nervousness yesterday as one seller again tried to find a home for 250,000 of the new shares which were used to finance the Singer & Friedlander acquisition. The shares, which dipped to 160p in the morning, eventually recovered, to 162p, a net fall of 1p. Investors are now talking of £2 a share by the end of the year.

Leading industrials spent a busy session following the planned closure of ICI's fibre optics division.

There can now exist with one claiming that the company has worse to come, while the other regards the shares as a good buy.

In any event, the argument is providing a field day for the market where "hectic" two-way business has been reported with over 500,000 shares changing hands yesterday alone. The shares eventually closed unchanged at 33p.

Elsewhere, falls were seen in Beechams down 3p at 144p,

Glaxo, 4p at 226p, Unilever, 2p at 483p, Plessey, 3p at 194p, Distillers, 4p at 202p and Durecop, 2p to 75p. Hawker Siddeley, 2p, figures due next Wednesday, will tumble 6p to 128p.

The lower interim profits from Marks & Spencer came as no real surprise to anybody, but the bullish statement accompanying the figures lifted the share price 2p to 106p. Debenhams had no such luck and slipped by a similar figure to 80p. Stylo Shoes, reporting a first-half loss, also tumbled 10p to 110p. The rest of the sector closed mixed. GUS rose 4p to 44p while BEIS reporting next week, gave up 1p to 150p. But Mothercare, also reporting next week, held firm at 224p as did Boots on 225p.

Electricals encountered some early selective demand but this was short-lived and prices spent the rest of the day being marked down. GEC closed 10p down to 528p, Racal up to 320p and Plessey 4p to 252p. Only Standard Diffusion was wanted rising 5p to 75p.

In engineering, the ship-builders were the main talking point in their battle for fair compensation. Yarrow jumped another 5p to 243p with Vesper climbing 9p to 104p. Only Vickers revealed any weakness sliding 2p to 134p. The rest of the engineers' were generally lower, with GKN 10p lighter at 144p, Lucas 4p at 180p and Tapes 2p to 224p.

**Disappointing trading statistics**

men clipped 2p from Worms well at 136, 2p from Newmont at 26p, 3p from Steel Bros at 143p, 1p from Utd Engineering at 171p, and a similar figure from FW Thomas at 117p.

Sketchley shed 9p to 240p ahead of figures next week while Marshalls Universal retreated 4p to 52p on further consideration of recent figures.

However, in builders' Fairways Estates picked up 1p more at 315p on recent figures with J. Mowlem adding 3p to 112p.

**Arsenal Football Club** will be looking for another strong run today, when Greenbushes Tin, a small tin mining company in Western Australia, revealed that it had located a new deposit of tantalum, a mineral that yields the rare and valuable strategic metal tantalum.

When the news broke in

Wednesday, Greenbushes share price soared to A\$1.3. Last week the stock traded at around A\$2.

The price also tumbled 7p after hectic dealing in London.

Vulcan Minerals, an Australian company with 37.5 per cent of

Greenbushes, saw its shares shoot up to A\$6.

Speculative buying boosted

shares such as AGS Research

up to 40p, Link House up to 210p, Intersteel Services up to 195p, Mills & Allen up to 318p, Rotecars 3p to 65p and BTX 8p to 350p.

Münster Assets were again wanted on the back of its oil interests, rising 3p to 68p. Only Second Diffusion was wanted rising 5p to 75p.

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**Disappointing trading statistics**

Mr John Linden, Greenbushes' managing director, said: "The mineralization defined so far is the largest known tantalum deposit in the world at the stated grade." Tantalum now sells on the world market for about US\$100 per tonne up \$20 from last year. Depending on estimates of the reserves' size and grade, they could be worth \$52,000m (£1,000m).

Tantalum is a hard, white, conductive metal used in the petrochemical, aerospace, and electronic industries. Demand has grown rapidly in recent years, particularly with the expansion of computer manufacturing.

Over the last three years world tantalum production has risen to about 1,100 tonnes a year. Columbite production has added another 30-40 tonnes. The mineral is generally found in association with tin, and about half of the annual production comes from Brazil.

**Traded Options:** Dealers reported a lower level of activity with only 1,670 total contracts against 2,014. BP saw 533 contracts arranged with Marks & Spencer on 266 contracts following figures. Traded options saw further calls in FNFC on 42p, 44p, 46p, 48p, 50p, 52p, 54p, 56p, 58p, 60p, 62p, 64p, 66p, 68p, 70p, 72p, 74p, 76p, 78p, 80p, 82p, 84p, 86p, 88p, 90p, 92p, 94p, 96p, 98p, 100p, 102p, 104p, 106p, 108p, 110p, 112p, 114p, 116p, 118p, 120p, 122p, 124p, 126p, 128p, 130p, 132p, 134p, 136p, 138p, 140p, 142p, 144p, 146p, 148p, 150p, 152p, 154p, 156p, 158p, 160p, 162p, 164p, 166p, 168p, 170p, 172p, 174p, 176p, 178p, 180p, 182p, 184p, 186p, 188p, 190p, 192p, 194p, 196p, 198p, 200p, 202p, 204p, 206p, 208p, 210p, 212p, 214p, 216p, 218p, 220p, 222p, 224p, 226p, 228p, 230p, 232p, 234p, 236p, 238p, 240p, 242p, 244p, 246p, 248p, 250p, 252p, 254p, 256p, 258p, 260p, 262p, 264p, 266p, 268p, 270p, 272p, 274p, 276p, 278p, 280p, 282p, 284p, 286p, 288p, 290p, 292p, 294p, 296p, 298p, 300p, 302p, 304p, 306p, 308p, 310p, 312p, 314p, 316p, 318p, 320p, 322p, 324p, 326p, 328p, 330p, 332p, 334p, 336p, 338p, 340p, 342p, 344p, 346p, 348p, 350p, 352p, 354p, 356p, 358p, 360p, 362p, 364p, 366p, 368p, 370p, 372p, 374p, 376p, 378p, 380p, 382p, 384p, 386p, 388p, 390p, 392p, 394p, 396p, 398p, 400p, 402p, 404p, 406p, 408p, 410p, 412p, 414p, 416p, 418p, 420p, 422p, 424p, 426p, 428p, 430p, 432p, 434p, 436p, 438p, 440p, 442p, 444p, 446p, 448p, 450p, 452p, 454p, 456p, 458p, 460p, 462p, 464p, 466p, 468p, 470p, 472p, 474p, 476p, 478p, 480p, 482p, 484p, 486p, 488p, 490p, 492p, 494p, 496p, 498p, 500p, 502p, 504p, 506p, 508p, 510p, 512p, 514p, 516p, 518p, 520p, 522p, 524p, 526p, 528p, 530p, 532p, 534p, 536p, 538p, 540p, 542p, 544p, 546p, 548p, 550p, 552p, 554p, 556p, 558p, 560p, 562p, 564p, 566p, 568p, 570p, 572p, 574p, 576p, 578p, 580p, 582p, 584p, 586p, 588p, 590p, 592p, 594p, 596p, 598p, 600p, 602p, 604p, 606p, 608p, 610p, 612p, 614p, 616p, 618p, 620p, 622p, 624p, 626p, 628p, 630p, 632p, 634p, 636p, 638p, 640p, 642p, 644p, 646p, 648p, 650p, 652p, 654p, 656p, 658p, 660p, 662p, 664p, 666p, 668p, 670p, 672p, 674p, 676p, 678p, 680p, 682p, 684p, 686p, 688p, 690p, 692p, 694p, 696p, 698p, 700p, 702p, 704p, 706p, 708p, 710p, 712p, 714p, 716p, 718p, 720p, 722p, 724p, 726p, 728p, 730p, 732p, 734p, 736p, 738p, 740p, 742p, 744p, 746p, 748p, 750p, 752p, 754p, 756p, 758p, 760p, 762p, 764p, 766p, 768p, 770p, 772p, 774p, 776p, 778p, 780p, 782p, 784p, 786p, 788p, 790p, 792p, 794p, 796p, 798p, 800p, 802p, 804p, 806p, 808p, 810p, 812p, 814p, 816p, 818p, 820p, 822p, 824p, 826p, 828p, 830p, 832p, 834p, 836p, 838p, 840p, 842p, 844p, 846p, 848p, 850p, 852p, 854p, 856p, 858p, 860p, 862p, 864p, 866p, 868p, 870p, 872p, 874p, 876p, 878p, 880p, 882p, 884p, 886p, 888p, 890p, 892p, 894p, 896p, 898p, 900p, 902p, 904p, 906p, 908p, 910p, 912p, 914p, 916p, 918p, 920p, 922p, 924p, 926p, 928p, 930p, 932p, 934p, 936p, 938p, 940p, 942p, 944p, 946p, 948p, 950p, 952p, 954p, 956p, 958p, 960p, 962p, 964p, 966p, 968p, 970p, 972p, 974p, 976p, 978p, 980p, 982p, 984p, 986p, 988p, 990p, 992p, 994p, 996p, 998p, 1000p, 1002p, 1004p, 1006p, 1008p, 1010p, 1012p, 1014p, 1016p, 1018p, 1020p, 1022p, 1024p, 1026p, 1028p, 1030p, 1032p, 1034p, 1036p, 1038p, 1040p, 1042p, 1044p, 1046p, 1048p, 1050p, 1052p, 1054p, 1056p, 1058p, 1060p, 1062p, 1064p, 1066p, 1068p, 1070p, 1072p, 1074p, 1076p, 1078p, 1080p, 1082p, 1084p, 1086p, 1088p, 1090p, 1092p, 1094p, 1096p, 1098p, 1100p, 1102p, 1104p, 1106p, 1108p, 1110p, 1112p, 1114p, 1116p, 1118p, 1120p, 1122p, 1124p, 1126p, 1128p, 1130p, 1132p, 1134p, 1136p, 1138p, 1140p, 1142p, 1144p, 1146p, 1148p, 1150p, 1152p, 1154p, 1156p, 1158p, 1160p, 1162p, 1164p, 1166p, 1168p, 1170p, 1172p, 1174p, 1176p, 1178p, 1180p, 1182p, 1184p, 1186p, 1188p, 1190p, 1192p, 1194p, 1196p, 1198p, 1200p, 1202p, 1204p, 1206p, 1208p, 1210p, 1212p, 1214p, 1216p, 1218p, 1220p, 1222p, 1224p, 1226p, 1228p, 1230p, 1232p, 1234p, 1236p, 1238p, 1240p, 1242p, 1244p, 1246p, 1248p, 1250p, 1252p, 1254p, 1256p, 1258p, 1260p, 1262p, 1264p, 1266p, 1268p, 1270p, 1272p, 1274p, 1276p, 1278p, 1280p, 1282p, 1284p, 1286p, 1288p, 1290p, 1292p, 1294p, 1296p, 1298p, 1300p, 1302p, 1304p, 1306p, 1308p, 1310p, 1312p, 1314p, 1316p, 1318p, 1320p, 1322p, 1324p, 1326p, 1328p, 1330p, 1332p, 1334p, 1336p, 1338p, 1340p, 1342p, 1344p, 1346p, 1348p, 1350p, 1352p, 1354p, 1356p, 1358p, 1360p, 1362p, 1364p, 1366p, 1368p, 1370p, 1372p, 1374p, 1376p, 1378p, 1380p, 1382p, 1384p, 1386p, 1388p, 1390p, 1392p, 1394p, 1396p, 1398p, 1400p, 1402p, 1404p, 1406p, 1408p, 1410p, 1412p, 1414p, 1416p, 1418p, 1420p, 1422p, 1424p, 1426p, 1428p, 1430p, 1432p, 1434p, 1436p, 1438p, 1440p, 1442p, 1444p, 1446p, 1448p, 1450p, 1452p, 1454p, 1456p, 1458p, 1460p, 1462p, 1464p, 1466p, 1468p, 1470p, 1472p, 1474p, 1476p, 1478p, 1480p, 1482p, 1484p, 1486p, 1488p, 1490p, 1492p, 1494p, 1496p, 1498p, 1500p, 1502p, 1504p, 1506p, 1508p, 1510p, 1512p, 15



## Motoring

### Girls, cocktails, Mr Cooper and some cars

Scantily-clad girls drape themselves enticingly over car bonnets in the hope, usually fulfilled, that someone will take a picture of them, or l'art to raucois amplified jungle music while screeching the praises of this or that new model.

In other parts of the forest, celebrities lurk. Isla St Clair (fully clothed) smiles winningly in front of a Japanese car, Henry Cooper endorses something that packs a punch and the chairman of Coventry City, known to the world as Jimmy Hill, tells a mildly rude joke about a horse.

The Motor Show is here again, or rather its press day, that curiously private, nor so say incestuous, ritual, that precedes the main event and is detached from it. For by the time the public is allowed in, Miss St Clair, Mr Hill and Mr Cooper will have gone, leaving acres of shining vehicles.

For the journalist, press day is a sort of alcoholic obstacle course, negotiated in some cases with difficulty. Your reporter went armed with no fewer than

32 invitations to take food and drink, mostly just drink. Curiously enough, most journalists prefer a good story to a good drink and press day often seems like a conspiracy to prevent this. When the first whispers of a story do emerge, invitations are pushed aside as the bounds take to the trail.

It is easy for motoring writers to be blasé about shows for they have most likely driven and written up the new cars long before the public see them. Putting a bunch of Metros on a stand and getting girls to dance round them is irrelevant.

For the motor industry, the show is an excuse for celebration. Sales may be down and 1981 may look even worse than 1980 but just for a few days let us leave the real world and get out the champagne. If it is difficult, sometimes, to understand what a motor show has to do with selling cars, that is to miss its point.

Like it or not, the Motor Show is one of the best attended exhibitions in Britain. Two years ago, held for the first time at the National Exhibition Centre, Birmingham, instead of in London, the show attracted 910,000 people. At times the halls could hardly cope which is why, this time, there is 20 per cent more space.

Though many of the vehicles could have been inspected in more comfort and for nothing in a dealer's showroom, the bright lights, attractive stands and, above all, the sense of occasion had the public flooding in.

The days when British car manufacturers timed new model announcements to coincide with

The Porsche 928S—for the driving connoisseur

the show have long gone, partly because it was difficult to set a launch date perhaps a couple of years ahead and be sure of keeping it. This autumn's major new releases—the Escort, Rolls-Royce and Metro—have all gone on sale before the opening of the show, though there are not yet many of them on the roads.

The show affords the first opportunity for the public to see many foreign cars that are new to Britain. This time the list of debuts is unusually impressive, including the Fiat Panda, Lancia Trevi, Renault Coupé, revised Audi Quattro and Coupe, revised Mercedes-Benz S Class, Talbot Tagora, Honda Quintet and Mazda 323; as well as variants of existing models, such as the Peugeot 305 estate.

On press day, BL was giving away free Metros to motoring correspondents: a toy, small enough to slip into a pocket and unlikely to buy favours.

#### Road test: Porsche 928S

Luxury cars, in these increasingly energy-conscious times, may be difficult to justify on paper, but that will not stop people making and buying them.

The new Rolls-Royces seem destined to achieve the same classic status as their predecessors. This week comes news that after initial doubts BL has given approval for the XJ40 Jaguar replacement.

At £25,251 the Porsche 928S costs half as much as a Rolls-Royce Silver Spirit but £6,000 more than its main British rival,

the Jaguar XJ-S. It is a slightly faster version—wider than needed for the 928 "Car of the Year" which first appeared in Britain two years ago and it raises the same questions, notably the relevance of scorching performance in an age of almost universal saloon cars.

The S model is powered by the same V8 cylinder, light alloy overhead camshaft engine as the base 928 but with a higher capacity (4664 cc) and a 25 per cent increase in bhp to 300. The results are even faster acceleration (0 to 60 mph in under 7 seconds on the manual version) and a top speed in excess of 150 mph.

The addition of a front air dam and rubber spoiler around the rear window has further lowered the drag coefficient of what, thanks to a smooth, bullet-like shape, was already an impressively wind-cheating car. This, combined with a higher compression ratio, has produced a small improvement in fuel consumption (though unlike the

base 928, the S model requires four-star petrol). My returns were 16 to 21 mpg, not bad for the class of car.

The rationale of an expensive sporting model is outstanding performance and handling. On performance, the figures speak for themselves and there is a tremendous surge of overtaking power as well, particularly when engaging the kickdown on the automatic version. Even in traffic, there is much to be said for being able to pull smartly away from traffic, though with the Porsche being six feet wide and offering the driver a poor field of visibility, such salutes must be undertaken with care.

The 150 mph-plus top speed is about double the legal maximum in many countries, the best-known exception being West Germany where the Porsche is made. German car manufacturers are like to see this state of affairs maintained and seem to design their vehicles accordingly. Once off the autobahn, it should be said, the 928S is well equipped with air conditioning as standard (though it is not possible to combine a cool face with a warm one), and the front seats are electrically adjustable for rake, reach and height. The steering wheel, also, adjust, and the seats move with a clever switch to ensure that a should never be pinched.

For a car costing £25,000 there are some reservations. Though the engine is smooth, it is nothing like as quiet as, for example, the Jaguar's, and certainly, the first British roadster to take to the minor canals, though with a clever switch to ensure that a shoulder never be pinched.

German drivers do have to obey a speed limit which on some roads is 100 km/hour, or 60 miles per hour, though it can be exceeded by finding the right road. The 928 is a driver's car, superbly in the characterisation and responsiveness department. It corners flat and sharply, neatly, with a lot in reserve, and, though it is surely dependable with the provision that good, fast roads should not be attempted in the wet.

I very much like the power steering system which gives the right amount of feel without moving any trace of nervousness, and the brakes, boosted by the S model with thicker discs and larger pads, are more than equal to the task. It is very quiet, though, when accelerating in traffic.

The 928S is well equipped with air conditioning as standard (though it is not possible to combine a cool face with a warm one), and the front seats are electrically adjustable for rake, reach and height. The steering wheel, also, adjust, and the seats move with a clever switch to ensure that a shoulder never be pinched.

But Lord Montagu's roadster handbook does not mention Prince Henry of Prussia, though his mother was a leade figure in motor sport, being Edward VII's wife, and his Siamese cousins Prince Sirivipa and Prince Chula. And that's the finest collection of cars belonged to the Sun King.

Peter Wasy



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**Prove now herewith**

**that I am a LONDON**

**woman who will not open the windows**

**or heaven, and poor you can't**

**be room enough to receive it.**

**Yours faithfully,**

**BIRTHS**

**HYDE SMITH**—On October 13th

**in Suds (near Colchester) and**

**GACQUIMUS**—On Tuesday, 11th

**October, at St. Terese's Hospital**

**in Ipswich, Peter and Jane**

**Matthews**, and Jimmy

**KETTLEWELL**—On 14th October,

**1980, at Norwalk Hospital, Con-**

**necticut, John Henry, David Charles,**

**a brother for Alice, and**

**KOYNE**—On 15th October, to See

**ne World and Ken—a daughter**

**from Ireland.**

**LEWIS**—On 15th October, the

**John Radcliffe Hospital, to**

**Ruth, a widow, and former**

**wife of Donald**.

**BIRTHS**

**MURKELLES**—On 10th October,

**at St. Mary's Hospital, London**

**to Michael and Linda—**

**MORLEY-FLETCHER**—On 12th

**October, to Alan and**

**Mary—**

**OPPENHEIMER**—On 13th

**October, to Charles and**

**Wendy—**

**PRITCHARD**—On 13th

**October, to Alan and**

**Juliet—**

**SCOTT**—On 13th October,

**at St. Mary's, Portsmouth, to**

**Stephen and Caroline—Carly**

**THOMAS**—On 13th October,

**at Queen Mary's Hospital, Ro-**

**chdale, Kent, to John and**

**Theresa—**

**WATSON**—On 13th October,

**at St. Mary's Hospital, London**

**to Michael and Linda—**

**WILSON**—On 13th October,

**at St. Mary's Hospital, London**

**to Michael and Linda—**

**WILLIAMS**—On 13th October,

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